ILA Wins Biggest Pay Pact

NEW YORK—The AFL-CIO International Longshoremen's Association has reached an agreement with North Atlantic coast employers that constitutes the largest money package ever negotiated by the ILA.

For the first time in many years the pact was achieved without strike action.

The new three year Boston-to-Norfolk pact calls for a 70 cents an hour wage increase, effective Sept. 30 of this year; a 60 cents increase effective Sept. 30 of 1975, and an additional 60 cents on Sept. 30, 1976.

In addition, employer contributions to welfare will increase 10 cents per hour this year, 11 cents next year and 12 cents the third year.

Pension payments will go up 15 cents this year, 20 cents next year and 15 cents in 1977.

Four Decades—It was 40 years ago that San Francisco's waterfront erupted in violence when employers attempted to "open the port" after a maritime strike had been in progress since May 9. This reproduction of the front page of the San Francisco Chronicle of July 6, 1934, signifies the impact of the story at that time. The ILWU was born in that strike. Turn to pages 4 and 5 of this issue of The Dispatcher for a story on how the legend of "Bloody Thursday" still lives and of how ILWU President Harry Bridges recalls the events of that day.

'Bloody Thursday'—40 Years After

Who Fired Fatal Shots?

It has been 40 years now since "Bloody Thursday"—July 5, 1934—the day in the Pacific Coast Maritime Strike when two men were killed in San Francisco and police violence brought death to others up and down the Coast.

That struggle gave birth to the ILWU.

The story has been told and re-told over the years, but there are still new aspects to be uncovered.

For some of them—plus an account of renewed interest in those events turn to pages 4 and 5 of this issue of The Dispatcher.
**On the Beam by Harry Bridges**

**WHEN EAST COAST longshoremen say their new contract represents the biggest settlement they have ever won, no one can say they aren't telling the truth.**

As reported elsewhere in this paper, they are going to get $1.90 an hour in wages over three years, 33 cents in welfare over three years, and 49 cents in pensions over the same period. Their base hourly rate for eight hours will hit $8 in three years.

It’s a damn healthy increase package, and it gives our West Coast longshoremen something to shoot at when our contract expires next June 30.

What comes through—in addition to money—is the fact the unions are able to maintain and tie down protection over its historic areas of jurisdiction.

The 50-mile clause in the International Longshoremen’s Association agreement with employers in the Boston-to-Norfolk area was apparently strengthened. This means loopholes were either tightened up or eliminated in the controversial jurisdictional field of stuffing and unstuffing of containers.

This provision—whether we like it or not—compares more than favorably with the situation we face here on the West Coast. We are having our difficulties in the stuffing and unstuffing areas, as our members well know.

After having secured a good container provision in our contract with the Pacific Maritime Association in the wake of a long strike in 1972, we were frustrated by actions of the National Labor Relations Board—but backed by a court injunction.

Eventually, after a long process of appeal, we got a piece of our jurisdiction back from the NLRB, but it was by no means all that we had won by strike action.

**ANOTHER AREA WHERE the East Coast ILA doesn’t seem to have the problems we have is in the handling of barges.**

Their new contract contains a clause on further restriction of the use of LASH (docked aboard ship) barges.

Meanwhile, we are plagued with new barge problems, most notably in connection with construction of the Alaska oil pipeline.

Whether East Coast shipping concerns start playing games in the barge business now that the main contract is nailed down with the ILA remains to be seen.

In view of the sharp increase in wages and other benefits won by the ILA, it seems logical that owners and shippers of freight—particularly truckers—will start looking around for some cheaper deal.

The most logical cheap deal is some sort of a combination of trailers and barges that attempts to circumvent traditional longshore jurisdiction. This is what is happening in the northwest in the Alaska pipeline deal.

The argument of freight shippers, of course, is that by using Seamsters to haul freight to the docks and by building special facilities for loading barges they can avoid the higher costs of longshore wages and fringe benefits.

The East Coast ILA agreement seems to block this course to employers in the North Atlantic ports, but that is by no means the whole story.

**THE NEW EAST COAST contract of the ILA covers only the Boston to Norfolk area, although many of its provisions doubtless will be incorporated into South Atlantic and Gulf contracts.**

However, the ILA’s jurisdiction over the handling of barges is nowhere near as broad as it is in the North Atlantic.

It is pretty difficult at the moment to say exactly how both of our unions are going to move to head off and put a stop to this growing and troublesome problem of barge intrusion into our traditional jurisdiction.

It seems to me that—based on our experience—the only effective way to meet and handle this problem is to prevent the loading of the barges in the first place by anyone but our members.

And we have to try and avoid the legal pitfalls of suits, injunctions, restraining orders and all the other legal shackles employers traditionally use against unions.

Now that the ILA has its contract worked out on the North Atlantic, it presents the biggest settlement they have ever won, no question.

They are doing something good for their men, and we hope the ILA will at least be aware of the dangers involved and do all it can to avoid the spreading of this problem into our jurisdictional area.

We have in the Pacific longshoremen ourNo. 1 problem, and we need our No. 2 problem to work out as smoothly as possible.

So the struggle against inflation is likely, once again, to take on a political dimension, as unions must move to strengthen their weapon purchasing power. For the year 1973 it would have required wage increases of 11.8 percent to match increases in productivity and living costs.

Unions would have had to win twice of what they received eventually to maintain their share of what the nation produces.

**ANY UNION THAT doesn’t face up to this challenge and start fighting isn’t worth its salt.**

Even short term contracts, which we favor, are no ultimate solution. But they do provide an opportunity to fight.

When workers go out on strike they shut the profits off for awhile. And that’s when employers seem to sit up and take notice.

At the same time, labor’s very right to strike and bargain may also be coming under attack again in the near future. More and more, the daily press is quoting “sources close to the White House” to the effect that all these strikes, that now appear to have impressed the Deep Thinkers, were under wraps in the last few years does not bother us.

It seems to me that—based on our experience—the only effective way to meet and handle this problem is to prevent the loading of the barges in the first place by anyone but our members.

And we have to try and avoid the legal pitfalls of suits, injunctions, restraining orders and all the other legal shackles employers traditionally use against unions.

Now that the ILA has its contract worked out on the North Atlantic Coast for the next three years (pretty long, by the way), it looks like it’s time for our two unions to get together on some common problems.

I think we should hold a national conference to protect longshore workers and their jurisdiction in every port of the nation.

Longshore jobs are becoming all too few because of technological changes in the industry. It’s time to fight for what we have.

The sooner we get to putting such a conference together the better.

**LABOR SHOWS SOME ANGRY MUSCLE**

**WORKERS OF THE United States are, to say the very least, in a militant mood.**

Any daily tally of strikes since the expiration of the Nixon administration’s wage controls reflects the anger of the working people.

Inflation has cut so sharply into the living standard of wage earners that willingness, even eagerness, to strike has become practically an epidemic.

Carpenters throughout Northern California are taking on the Association of General Contractors. Four thousand nurses in Northern California, who are members of an association and don’t even consider themselves in the traditional sense to be union members, just made a contract settlement after a two-week strike.

And don’t even consider themselves in the traditional sense to be union members, just made their own members at Boron, and hundreds of thousands of other workers are either out or considering going out.

The newspapers talk about “the worst rash of strikes in recent American history” and estimate more than 300,000 men and women have been on the bricks in recent weeks. In one week there were 560 strikes, more than twice the average for this time of year.

The statistics are simple. Workers lost at least four to five percent in earnings last year and settlements still haven’t let them catch up.

The sooner we get to putting such a conference together the better.
DISTRESSED PORT.—A new administration, union members hope, will bring new activity to the “distressed” Port of Stockton.

STOCKTON — Waterfront workers here are hoping that last month’s shake-up of the port administration will give new life to the badly distressed Port of Stockton and generate the cargoes which are so crucial to the economic life of this area.

In early June, the Port Commission requested and received the resignation of Port Director Richard Andersen after he had come under heavy fire from unions and other segments of the community. Several members of his staff also left when Andersen quit.

ODOING BANKRUPT? The place was going bankrupt,” said longshore Local 54 president Edward “Pete” Fuller, citing port operating losses of over $400,000 in the first half of 1974. “Another six months of this and the port would have gone under,” he said.

Mac ILWU beef with Andersen was dis failure to attract more cargo. Stockton has been a distressed port for several years, and has failed to modernize its facilities in order to compete for jobs generating cargo. Unemployment is high.

Another issue was in the area of job cuts. Although ILWU Locals 54, 34 and 6 had promised to cooperate in an effort to cut the Port’s costs, they charged that Andersen had refused to bargain in good faith in the matter.

The commission has also pointed out that it had instructed Andersen on several occasions to sit down with union leaders “to see if an agreeable solution to the problem could be worked out but that he failed to do so.

PROGRESS MADE At stake are a number of “steady” port jobs. Since Andersen’s removal, “members of the port administration have met with union representatives and presented a proposal for the reduction of steady employees for review by the union membership,” reports the Stockton Record.

“We don’t want the port to go down the tubes,” said clerk’s Local 34 dispatcher Floyd Pillsbury, “but there has to be good faith bargaining from the management.”

Fuller and Pillsbury agreed that the issue was not the cuts in themselves, but Andersen’s failure to discuss them in a serious way.

Finally, the seven-man Port Commission, one Democrat, has instructed Andersen for keeping it in the dark about port operations making ill-advised deals on his own with port clients, and spending port money in extrava
gant and unauthorized ways.

Specifically, he is accused of negotiat
ing an over-generous contract leasing office space to the Brito Star Mandating Company and allowing it to move in before the lease was approved by the Commission.

Acting Port Director William Turner has received a promise of support and cooperation from the waterfront locals, and Fuller reports that “there is a totally new atmosphere now. There’s confidence of workers in the port has never been stronger. We know the port’s going to stay.”

Pact Negotiated 

While Plant Is Shut Down

LONGVIEW—An agreement has been reached with Swenson Sawmill, covering 25 plant employees, including Local 43, which headed the negotiating team with Mike Alston, reported.

The workers were taken into Local 43, which has a unit-type charter, following a National Labor Relations Board election last spring. They belong to the fast-growing local’s Unit 2.

The contract provision for agreements for the election were handled by Int. Rep. George Giamis of Tacoma.

HEALTH GAINS The agreement, which has been ratified by the membership, was negotiated with the Timber Operators’ Removal of Portland. It will run for 18 months, effective June 1, 1975.

One of the most important gains centers around health and welfare dependency coverage. Pedigo said. Employee coverage is employer-paid. Under the agreement, the company will also pick up the tab for family members.

“This will add about 22 cents an hour to the workers’ purchasing power plus a 38-cent hourly wages increase, straight across the board.” Also provided for is an additional 25 cents an hour, effective June 1, 1975. A 50-cent hourly wage increase would have been secured for the head sawyer.

The employees were getting four paid holidays a year. The contract provides for two more, making a total of six paid holidays, “with the new holidays being the first Friday following Thanksgiving, and Christmas Eve.”

Another contract provision calls for time and one-half pay for vacations after three years. The schedule provides for one week’s paid vacation for the first year of employment, one week for the second year, and two weeks for the third year, with three weeks would pay.

Plant employees participating in negotiations included Lucille Erling, George Jensen and Mert Wilson.

The contract was negotiated while the plant was shut down, due to depressed conditions in the industry, and may be the only contract wrangled under such circumstances. The plant, Pedigo said, is scheduled to resume operations.

Sikka Seafoods Offers Voted for ILWU

SITKA — Employees at Sikka Sound Seafoods voted 100 per cent for ILWU affiliation in an NLRB election held here June 15.

They will belong to a division of Local 85 at Petersburg. Regional Director G. Johnny Parks, who made the announcement in Portland, said negotiations for a contract are already underway.

He credited Anne Taylor of Local 85 with organizing Sikka Seafoods.

Some 80 workers are employed in the plant at the height of the seafood season.
Four Decades Later — Bloody Thursday

SAN FRANCISCO — ILWU President Harry Bridges, who doesn’t believe in dwelling too much on the past, says candidly his memory of “Bloody Thursday” — July 5, 1934 — is somewhat hazy.

At the moment early in the afternoon of that day when police bullets were mowing down strikers and sympathizers at Mission and Steuart Streets, he recalls he was in a bar-restaurant across the street from the site where two men fell.

He was with strike committee members. He thinks they had been to see Mayor Angelo Rossi but this is not certain. He thinks they were trying to get a halt called to police violence.

The bar-restaurant, then on the northeast corner is no longer there. The area is now an open turnaround zone for the Muni Railway.

LATE LUNCH

Bridges, who was chairman of the longshore strike committee and who was just coming into prominence as the strike reached its climax, has a clear remembrance, however, of the terror of the moment.

“The police,” he recalls, “had been intensifying terror tactics against us. When the strike began a lot of the guys believed the cops were our friends. But when the tear gas and the live bullets started to fly, the guys began to change their minds.”

Bridges recalls a fellow striker saying indiscriminately during one incident, “Hey, those are real bullets!”

And flying the bullets were at Mission and Steuart that afternoon in July 40 years ago.

“We looked outside,” recalls Bridges, “and decided to stay inside.” He recalls that he testified later that he was very busy ducking during the fusillade of police bullets.

“We knew,” Bridges recalls, “who did it—or least we were pretty sure. We had our sources in the police department.”

NO POLICE REVIEW

But there was nothing even approximating a police review board in 1934 and virtually no machinery for bringing a trigger-happy cop to justice. So the man or men who killed Howard Sperry and Nick Burdoise and wounded others at Mission and Steuart Streets that July afternoon remain historically anonymous.

Bridges recalls that when the firing died down he and the fellow committee men who had been in the bar-restaurant raced for the union headquarters.

No sooner were they inside than police started lobbing tear gas shells into the second story hall.

Rossi had told the union committee, “You refused to arbitrate. Now take the consequences.” The consequences were coming through the window.

Later at the coroner’s inquest into the killings at Mission and Steuart Streets, Bridges would testify: “I was standing in a restaurant at The Embarcadero and Mission Street. I could see the police driving men along both streets. There was no one throwing any bricks at the point where Sperry was killed. They were just trying to get out of range of fire.”

UNITY WAS WORD — Forty years ago at the time of “Bloody Thursday” the unity of maritime unions was the key to a successful strike. In the above photo Harry Bridges (right), who was then the chairman of the longshore strike committee in San Francisco, confers with Capt. E. B. O’Grady of the Masters, Mates and Pilots, who was chairman of a joint coastwise policy committee. In accompanying story Bridges recalls “Bloody Thursday.”

SAN FRANCISCO — Four decades have not dimmed the legend of “Bloody Thursday” — July 5, 1934.

Like all legends, the facts may have become a little distorted in the telling and the retelling over the years, but the basic fact of the drama remains, and interest in it even is increasing.

The story of the 1934 Pacific Coast Maritime Strike, which was the birth of the ILWU, remains a living memory—and a controversy—for many years, but there are still untold facts being unearthed by scholars and other researchers as they probe into the records and into the memories of the men and women who participated in the struggle.

INTEREST GROWS

The traditional observances of “Bloody Thursday” at the corner of Mission and Steuart streets here, where police bullets mowed down strikers and their supporters on that July afternoon, have become over the years rather stereotyped.

Mostly the ceremonies have come to be composed of speeches, a display of banners and flowers and a collection of politicians rather than spectators. It is significant, however, that San Francisco police, who were doing the shooting 40 years ago, now direct traffic and assist in keeping the observances orderly.

But, perhaps due to the nostalgia about the thirties that has enveloped society, there is a renewed interest in the circumstances that brought about that tragic bloodshed of four decades ago.

College classes and other tour groups — one organized last year by the Lawyer’s Guild — visit the site.

They look at the southeast corner of Mission and Steuart streets where Howard Sperry and Charles Olsen lay in pools of their own blood early on that July afternoon and attempt to comprehend how it all happened.

MUCH RESEARCH

Almost any day one can find a student or a free lance writer studying records in the ILWU library at 1188 Franklin Street attempting to reconstruct some aspect of the struggle.

There have been radio and television interviews with participants, and there are frequent requests to union headquarters for the names and addresses of those who were on hand that bloody day.

This year two young teachers even evolved a labor history plan for junior high school teachers that focuses on the 1934 maritime strike and attempts to take the students deeply into the causes, effects and results of that struggle. The plan calls on students to take adversary positions and act out roles.

New courses in labor studies — such as those now in progress at San Francisco City College under the direction of Jack Olsen, a former ILWU member — testify to an interest in labor, history and a formal education establishment that is unprecedented in the annals of education.

The memory of what happened that day is perpetuated in many ways.

In fact, in many respects San Francisco is unique in the manner in which it has preserved the record of this class conflict.

In the Rincon Annex Post Office (right across the street from the site of the Bloody Thursday shooting) there is a mural panel by artist Anton Refregier depicting circumstances that led to the strike and also some of the results of that strike.

Most cities tend to sweep such chapters under the rug. New York City’s museums, for example, contains no reference to the draft riots of 1863.

But San Francisco’s history of labor strife comes pre-packaged at the site.

FOR THE BETTER

In 10 more years — one more decade — it will be a full half century since that
Thursday Still Lives
40 Years Ago

SAN FRANCISCO — One aspect of “Bloody Thursday,” July 5, 1934, that concerned union leaders at the time but has been pretty much forgotten in the years since is the question of Who fired the fatal shots? The study, called “The Law in Action During the San Francisco Maritime Strike and L uhgeotte Strike of 1934” attributes the identification of Ayer and Sturm to a “police commission that would even consider hearing charges of murder of the police who did the attacking.”

The events of July 5, 1934, are matter to determine their identity at the intersection.

The medical examiner determined late in June they were. Others think the rank-and-file of cops who never got around to putting out any issues. Some experts disagree as to why.

Wilhernina. So -9rgo pi'ed up on the waterfront. But it was very much out of tune with the times to expect that any machinery of government would be outside the law.

The events of 40 years ago, enhanced now by certain popular nostalgia for the thirties, seem to hold a great fascination for the young of today.

Many of those who lived through the time, and he will tell you it was changed for the better.

SHOT DOWN — Two longshoremen fell by police bullets on “Bloody Thursday,” July 5, 1934, at the corner of Mission and Steuart streets, San Francisco. The man on the right is Howard Sperry, who died within an hour from five gunshot wounds. The man on the left against the building is Charles Olsen, who recovered from his wounds.

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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? If so, please write or telephone in formation to one of the following:

Northwest Regional Office
G. John Parks, Regional Director
405 N. W. 18th Ave.
Portland, Ore. 97209
Phone: (503) 523-1955

Washington-Alaska Offices
George Ginals, Int'l Rep.
2339 11th Street
Tacoma, Washington 98461
Phone: (206) 848-4216

Southern Calif. Regional Office
William Perry,
Regional Director
3628 S. Figueroa St.
Los Angeles, Calif. 90037
Phone: (213) 732-5594

Chester Meske, Int'l Rep.
Donald Wright, Int'l Rep.

Northern Calif. Regional Office
LeRoy King,
Regional Director
1188 Franklin Street
San Francisco, Calif. 94109
Phone: (415) 772-6333

Felix Rivera, Int'l Rep.
Ole Pagheraeth, Int'l Rep.
Al Lamm, Organizer
or phone Salinas
(408) 277-7666

Harvey Tanzo, Organizer
Phone: Crockett Area:
310-788-7257
Sacramento Area:
415-446-8073

Canadian Area Office
Craig Prichett,
Regional Director
2681 E. Hastings St.
Vancouver, B.C.
Phone: (604) 244-8141

Hawaii Office
Robert McElrath
Regional Director
451 Atkinson Dr.
Honolulu, Hawaii 96814
Phone: (808) 843-1161

Edward Tagen, Int'l Rep.
Thomas Trask, Int'l Rep.

They Import Logs At Longview, Too

UP AND AWAY—The name of the game in Longview is Logs. A load of logs goes over ship’s rail at new Weyerhaeuser log dock June 4.

LONGVIEW — A recently completed general cargo handling facility that went on the line at Weyerhaeuser June 4 “will mean more work in the port,” says Mel Barnister, president of Local 21.

The $3.5 million facility, known locally as the “new log dock” because the first ship to load there was a log ship and logs are a major cargo item in this port, increases the berthing space at Weyerhaeuser from three berths to five berths.

Some 30 log ships called at Longview last year, in addition to several vessels that took on partial log loads from waterfalls rots out of Astoria and Deep River. With two new log berths, future log loading at Weyerhaeuser will be entirely from the dock side.

IMPORTS, TOO

Two million board feet of logs were unloaded at Weyerhaeuser last year. They came from Borneo. Another million feet of logs are due in from the South Pacific in the next two weeks. A Weyerhaeuser spokesman said he did not know what species. “There were 20 different species in the Borneo shipment. They will be tried out in our mills here,” he said.

A log ship usually takes from three and a half to four days to load, on a two-shift basis, with three gangs per gang.

Local logs loaded here for export are usually hemlock or white fir.

Three of the six ships in port this day were written log ships. One was loading at Weyerhaeuser and two at the Port of Longview. A fourth ship, the Hoogh Miranda at Weyerhaeuser was loading pulp, plywood, lumber and logs for Europe, while the Inca Reoa was loading lumber at Weyerhaeuser, bound for Peru; and the Sun Capris was taking on flour at the Port dock for Central America.

TEN GANNS

Local 21 also has jurisdiction over a lumber berth at Rainier on the Oregon side and at a log loading facility at Port Westward, also in Oregon; a dock in Kalamia, and two chip ship berths, here in Longview.

There are 20 regular gangs in the Port. The Local 21 office complex has spread from the hiring hall, built almost 25 years ago under the leadership of the late Dewey Van Brunt, to include a new office building with special facilities for the local’s bulletin, edited by Ralph R. Rider, Jr., and the Longshore Credit Union Building which shares space with the new Seaman’s Center.

Big Agreement Signed
With Anaconda Copper

PHOENIX — Unions representing workers at Anaconda Copper have ratified a new agreement that will increase wages by more than 60 cents over three years, double pension payments to retired workers and improve the formula for the cost-of-living allowance.

Although details of the agreement were not made public, spokesmen for the unions involved in the negotiations—led by the United Steelworkers—said that the new pact would bring the wages of copper workers up nearly a par with the wages of basic steelworkers.

The unions also said they would extend contracts with other copper companies by two weeks, but that they were expected to fall into line behind the Anaconda settlement.

Local 8 President Wins
Pledges for Portland Cargo

PORTLAND — Several shipping lines that had discontinued services to Portland and the Columbia river will resume calling on these ports, as the result of a trip Don Ronne, president of Local 8, made last December to shipping centers in Europe.

“The main reason for the trip,” said Ronne, “was to have enough ships coming in so that shippers would be able to ship their cargo, keeping this area of the coast open.”

The trip was loading pulp, plywood, lumber and logs for Europe, while the Inca Reoa

was loading lumber at Weyerhaeuser, bound for Peru; and the Sun Capris was taking on flour at the Port dock for Central America.

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Local 8 Midterm
Election Results

PORTLAND, Ore.—The results of the Local 8 midterm election, held June 21, as reported by the Election Committee and Secretary Everett Ede, show the following union officials elected:

Russ Wolfe elected dispatcher with 449 votes. Rodger Betnar received 178 votes. Warren Smith is the relief dispatcher.
The operation was successful, and Mrs. Hautala is "home again and feeling great," McQuaid said.

Donated blood may be earmarked for special cases. At the drawing last week, a number of donors designated their blood for a Kelso High School junior with a transfusion during recent open-heart surgery.

The Longshore hiring hall resembled a field hospital June 20, with tables for donors and a canteen curtained off from the front part of the hall where men and women sat on benches or stood in line waiting to be processed. By 5 p.m., with another hour to go before the drawing ended, 104 persons either had given blood or were waiting to do so, and people were still coming in.

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A BIG ONE — Longshoreman Jim DeVoe with marlin he caught offshore in Mazatlan, Mexico.

First off, I'd like to give a tip of the column topper to Longshoreman DeVoe, congratulating him on this fine catch. Many experienced deep sea anglers in that stretch of the Pacific go days, weeks, even months without tying into one of these magnificent striped blue marlin.

Regarding the question from Brother DeVoe, I must say I've never fished from off Mexico's coast, I am, unfortunately, one of those persons who gets seasick almost immediately on the briny deep—whether it be offshore Mexico or Alaska waters. No pre-trip precaution I have ever taken has prevented me from becoming seasick.

To anyone planning a trip to Mazatlan, I'd definitely recommend a deep sea trolling jaunt. Whether you catch a marlin, sailfish or dolphin, or not, it's a never-to-be-forgotten experience.

But, if like me, you're one of those incurable, seasick-sorry anglers, fish in the nearby rivers or estuary. That is what I did on a trip to Mazatlan in the summer of 1972; fished the turbid Montenegro River with a pair of local anglers: Bumboat owner Candelario Za

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Strike Wave Hits—What's Nixon's Response?

WASHINGTON, D.C.—A strike wave of major proportions has taken hold in the U.S., and Nixon administration officials are once again breaking out the old chestnut that militant strikes and good settlements are the main cause of inflation.

In the month of May, for example, more than 6,000 workshops engaged in more than 1,000 strikes, the highest number in nearly three years.

Most observers credit the more than 10 percent rise in the cost of living in the last year to the largest causes of the strikes.

But a Federal Mediation Service official was quoted in San Francisco newspapers to the effect that most of the new strikes are short lived, and confined to regional in nature, and that settlements were rather modest, compared with those in other leading industrial nations.

Administration spokesmen appear to be split as to how serious the "problem" is, from their point of view. An "unamed government spokesman," for example, in Washington recently that strikes and high settlements are the main cause of the inflation.

In the meantime, more than 20,000 carpenters are on strike in Northern California. The carpenters are down all construction sites; sanitation workers are out in Los Angeles and carpenters are also picketing in the Pacific Northwest. Com¬ mutes in the San Francisco-Oakland Bay Bridge area, the course, fully aware of the strike by AC Transit District bus drivers.

Organizing Gains in Southern Cal

LOS ANGELES—ILWU organizers in Southern California have been making some headway, the last few weeks, leading to membership increases in warehouse Local 26 and clerical Local 7.

Local 26, for example, has signed a recognition agreement with the El Segundo Truck Co. The agreement covers employees in warehouses, freight and cargo handling in the El Segundo area. Local 7, for its part, has signed up some workers in a few weeks.

Local 26 also has been designated bargaining agent by office and clerical employees at Central Terminals Warehouse and Trucking Co. Warehousemen are already members of Local 26, and the new office workers will be integrated into the present contract.

Local 43 has become a bargaining agent for clerical workers at the US Army facility in Long Beach, as well as for quality control employees at Standard Fruit and Steamship Co. Office and clerical workers have been under contract with Local 43 for a number of years, and the new members will also become part of this bargaining unit.

Organizing has been led by the Southern California regional office, with assistance and support of local union officials.

Local 11 Benefit for Uniformed Farm Workers

SAN JOSE—Dried Fruit Local 11 is holding a benefit sale for the Uniformed Farm Workers on Saturday night, July 20, between 9 p.m. and 2 a.m. at Hardman Hall, William and Locust Streets, San Jose. There will be refreshments, entertainment and door prizes. Donation is $1.50 per person, and all union members and friends are welcome.

Chilean 'Death Ship' Gets Cool Welcome in Oregon

PORTLAND—The Esmeralda, the increasingly unpopular Chilean Navy training ship, sailed under the Wilmotel Bridge on the night of June 30 on another leg of its alleged "good will mission" to the US west coast.

The ship's reception was somewhat chilly.

Portland's mayor, Neil Goldsmith, declined to participate in welcoming ceremonies for the ship after he received a flood of calls and letters protesting the arrival of the "death ship."

And, after ILWU International Vice President George Martin and International Executive Board member Bill Ward, Local 40, paid a call to state AFL-CIO headquarters, Oregon Labor Federation President Bill Killiam also issued a statement to the effect that any welcome would be "inappropriate."

Mayor Goldsmith stayed away from a luncheon and reception held aboard the ship July 1, and issued a statement to the effect that no one from his office would attend.

At least two other City Commissioners, Charles Jordon and Mildred Schwab also refused to have anything to do with the death ship.

Executive Board Member Ward also wired Governor McCall asking him to "publicly inform the present Chilean leaders that the vessel is not welcome in the great state of Oregon."

Chilean refugees charge that the Esmeralda was used as a prison for workers and others who supported the legally elected socialist government of President Salvador Allende, which was forcibly overthrown by the present military junta last winter.

Chileans also claim that tortures and murders also took place aboard the ship.

Oregon must not be a party to welcoming representatives of a regime that drowned in blood a legally elected government," said ILWU Columbia River District Council President Forrest Taylor, Local 12, in a letter to Ed Westerdahl, executive director of the Port of Portland. The Port has jurisdiction over Swan Island.

Similar messages went to Gov. Tom McCall and Senator Mark Hatfield from both the CRDC and the ILWU District Council of Auxiliaries.

The Esmeralda met similar protests from labor and other groups when she visited the Port of San Francisco two weeks ago, including a protest by the ILWU Local 6 stewards council.

Railway Workers' Demands

CHICAGO—Railway unions represent 80,000 shop employees are going to demand wage increases totaling 34 percent over two years, the AFL-CIO Railway Employees Department announces.

Some twenty unions will be asking for a 20 percent raise on January 1, 1975 and 16 percent January 1, 1976.

They will also demand a cost of living allowance program, a dental program and improvements in health and welfare coverage.

Journeymen in the crafts involved now receive wages of $5.72 per hour.

The Machinists Union, negotiating on behalf of an additional 25,000 railway workers, will be demanding a 40 percent increase.

Unions May Fine Scabbing Members

WASHINGTON, D.C.—The right of a labor union to discipline members who cross that union's picket lines is up held last month when the US Supreme Court refused to hear an appeal brought by the scab-operated San Ristant Independent Journal.

The case involved three members of Typographical Union Local 419, who crossed the picket line during a 20 month strike against the A-I which began in 1970.

An Appellate Court, which the Supreme Court effectively confirmed, held that the strike was in an area of "critical weapon, and that the ability to fine or expel members who cross picket lines is an essential part of its bargaining powers.

Workers expelled by the union lost their right to union pensions and other benefits.

The San Rafael Independent-Journal is on the "We Don't Patronize" list of the California Labor Federation, AFL-CIO.

Negotiations Resume At Silkauf

PARMAUGH, Calif.—Federal mediators have stepped in to set up the first session held so far, according to Local 26 Secretary-Treasurer Lou Sherman, but another meeting with federal mediators is set for July 17.

More than 120 Local 26 members at Silkauf walked out May 26 after employer representatives had proposed a total wage and fringe package of $300 over the three years.

The picket line remains solid, Sherman reported, and there is no work going on inside the plant. Silkauf is a well-known, notoriously anti-labor manufacturer of toilet seats.

International Board Plans July 8-9 Meeting

SAN FRANCISCO—The ILWU International Executive Board will meet in San Francisco July 9 and 10.

Among the items on the agenda are discussion of the strike by Local 30 and 30-A against the US Borax Co., recent talks with elected officials of the International Longshore and Warehouse Union and the AFL-CIO and the question of replacing Southern California board member Rudy Rubbo who, having been elected President of Local 13, is no longer eligible to be a member of the board.