Progress
In Dock
Talks
SAN FRANCISCO — Working against a February 1 deadline, ILWU negotiators are pressing to complete early renegotiation of the Pacific Coast longshore contract with the Pacific Maritime Association.

The negotiating committee, selected by the union’s Pacific Coast Longshore, Ship Clerk and Walking Boss Caucus, has been working steadily since January 6 and reported some progress as this edition of The Dispatcher went to press.

ILWU President Harry Bridges said, “We’re making some progress, but—if we can’t reach agreement by the first of February—we’ve agreed we’re going home.”

PAY GUARANTEE PAY
That would mean that negotiations would be delayed until the normal negotiation period prior to the formal contract expiration date of June 30.

The union sought earlier negotiations because of inflationary pressures and the fear Congress might reimpose wage controls.

Much of the negotiating time to date has been spent discussing revisions in the Pay Guarantee Plan. The union’s contention is—that because of the pressures created by growing unemployment—funding of the plan is going to have to be increased above the present $6 million per year.

As a result of action by the union’s caucus, the talks are ranging across the entire spectrum of the present contract. They include not only wages but pensions, holidays, welfare, vacations, travel between ports, steady men, grievances, machinery, scope of work, manning, hours, stopwork meetings, skills training and other matters.

NO LAYOFFS
The only announced agreement so far is that there will be no layoffs. This means there will be no reduction in the registered work force of 13,000 longshore workers up and down the Pacific Coast from San Diego to the Canadian line.

Bridges pointed out, however, that a commitment on the part of the employers not to reduce the work force by de-registration does not in itself mean anything very much if there is not an upward adjustment in the Pay Guarantee Plan.

By mutual agreement with the employers, the details of proposals and counter-proposals are not being made public, but members of the ILWU negotiating committee did say the gap is being narrowed in the Pay Guarantee field.

PROTECTING JOBS — ILWU Secretary-Treasurer Louis Goldblatt (in knitted cap) and Local 6 President Curtis McClain (right), confront Union City chief of police (plaid jacket) over Local 6’s rights to keep scabs from crossing picket line at KNC/American Tempering. Due to large mobilization in front of the plant January 9, the company backed off its threat to bring scabs in, and strike was settled several days later.

LOCAL 6 WINS LONG GLASS STRIKE
UNION CITY—After a strike of more than two months, climaxing in two days of mass picketing when the company threatened to bring in scabs, Local 6 members at KNC Glass/America Tempering have won a new three-year contract.

The strike began November 6 after KNC offered wage increases of only 25 cents for each year of a three year contract. The company also insisted on compulsory overtime and that members who had not worked 40 hours in a week would be forced to work weekends at the straight time rate.

GUARDS, DOGS, SCABS
KNC then hired an outfit called Richardson Security Agency, which posted armed guards and dogs at plant entrances. However, the union picketing continued, and production was at a standstill.

On January 3, KNC informed Local 6 that they would make a final offer—and hire scabs if it was not accepted by January 9.

“If we are forced to hire a permanent replacement for your job,” a KNC letter to all members said, “the most

—Continued on Page 3

The Day a Ship Actually Came To Newport
NEWPORT—January 9 was a big day in this job-short port. There was a ship in! The Tanimoto, loading paper for South America.

It furnished work for three Newport gangs for three days, reports Lyle Atkinson, recently re-elected president of Local 53, as well as two days’ work for two gangs traveling in from Coos Bay and a night’s work for two gangs from Soft Island.

Newport has never had a surplus of work, but this situation “is definitely worse now,” Atkinson says. “In past years, we could always count on jobs from Thanksgiving until the middle of February” to eliminate stock piles and get cargo moving.

Five or six shiploads of logs are making the dock and in the marshalling area, but no ship arrivals are listed for the weeks ahead, except one Sause Bros. barge.

CONVENTION TIME—The call is out to the ILWU’s Biennial Convention, which this year will be held in Vancouver, British Columbia. The Call and credential forms are in the mail to locals, along with a letter from President Harry Bridges and Secretary-Treasurer Lou Goldblatt explaining how reservations can be made through the Canadian area. This will be the ILWU’s 21st convention. It will convene April 7.

Strike Vote
In Canada
VANCOUVER, B.C. — Canadian ILWU locals are currently taking a strike vote among their membership with results to be announced on Jan. 32.

In the meantime negotiations are continuing. The contract expired on Dec. 31, 1974. The main demands being advanced by the union include a wage increase of $1.50 an hour on a base rate of $6.00; increased welfare contributions to improve dental coverage, weekly indemnity and life insurance; and an increase in the basic pension to $600 a month with full portability.

Statistics Canada, a government agency, reported that from December 1974 to December 1975, the consumer price index rose by 12.4%, the fastest rate in 28 years.

—Continued on Page 3
There Are Other Answers

WHEN CAPITALIST ECONOMIES get in trouble a traditional solution has been to start a war. The economies of capitalist nations admittedly are in trouble. So all at once we’re getting some war talk. This may sound simplistic, but the hard fact is that war-for-oil issue. Kissinger started it all in an interview when he said, “I’m not saying that we would have done it back in April instead of making it in bed with the employers, we would have done it back in April instead of striking them for six weeks. What we won in Hawaii we won the hard way.

What we obtained in Hawaii we obtained after-the-fact of price increases, not before. The super-profit plus now being enjoyed by the corporations that control sugar supplies in the capitalist world are the result of many factors—the most notable of which is the unprincipled price-fixing of the sugar companies. Actually, we feel the companies are guilty of conspiracy.

It is true that we have won an adjustment in our contract that brings certain benefits to our members, but to call it profit-sharing is putting the cart before the horse. When we signed a contract in Hawaii in the last spring after a six-week strike, sugar was selling at $30 a ton. By the time we concluded a reopened contract in the fall, the selling price was over $40 a ton. It went even higher.

For example, Amfac Inc. (one of the “Big Five”), raised its quarterly to $33 cents from 30 cents in record March. The increase is the third by the sugar producer in 10 months. That increase didn’t have anything to do with our wage structure. To call our second increase profit-sharing is to suggest we as a union concurred in the price-fixing tactics of the sugar companies. That is utter nonsense.

We, as consumers, are as appalled as other workers by what has happened to the price of sugar. When we saw the companies were making incredible super-profits, we went after a piece of the action, our members, for a piece of that, is wrong because it implies cooperation. It hints we approve of corporate action, which we do not. We win these gains because of our basic strength—not because of any commitment to profit-sharing.

Since the conclusion of our revised contract in Hawaii a federal grand jury has indicted six sugar refiners in the United States for price-fixing. It’s true these employers, except for California and Hawaiian, are not firms with whom we have relations. But the charge of price-fixing is a legitimate one. The defendants know that World War II is not an argument that labor is responsible for the increase in the price of sugar.

Personally, I hope the sugar companies will be found guilty of price-fixing and made to pay a fine. What we are saying is that these companies have gone about it the hard way.

And, since beef sugar workers in the United States have not received anything approximating the gains of our workers in Hawaii, the Island unions know that World War II is not an argument that labor is responsible for the increase in the price of sugar. Personally, I hope the sugar companies will be found guilty of price-fixing and made to pay a fine. What we are saying is that these companies have gone about it the hard way.

Our point is simple. We have certain things coming because we are workers, and it is our labor that produces the wealth that makes the sugar companies rich. If our ILWU members in Hawaii didn’t cut the cane, there simply wouldn’t be any sugar crop. Getting one’s share is not profit-sharing. It’s a return for one’s labor.

In addition to the price-fixing action, a federal judge in Washington has blocked all subsidy payments to sugar beet growers as a result of a complaint by migrant farm workers that they are underpaid in the light of soaring sugar industry profits.

I think that judge is 100 percent right. I not only have the moral position that we have been in support of the now-expired Sugar Act, but I personally find it repulsive that we the taxpayers subsidize an industry that is reaping enormous profits and—at the same time—paying its unorganized workers starvation wages. I’m not knocking our settlement, but I want to place it in perspective.

There has been a lot of talk about “windfall” sugar profits. To me a windfall is a miracle—an act of God. I don’t think that’s true in sugar. What has happened is that under all the circumstances around the world made it possible for the sugar companies to push the price up to unprecedented heights.

This does not constitute a windfall. The companies went out to get all they could get and succeeded. This could not have been blamed on the price of sugar. The companies are out to get the most they can, and we have no voice so that beyond our ability to support political action against the firms that control the sugar trade.

If we can get something for our members, we do—but don’t call us profit-sharers.
New Portland Commissioners Hit by Shippers

PORTLAND — The Daily Shipping News for its January 6 issue blew the fact that four new appointments to January 3 by outgoing Gov. Tom McCull, did not "include any maritime person." The quarter included former Cong- ressman Wendell Wyatt; Larry Black, an investment counselor; Glen Odell, formerly on the staff of Oregon's de- partment of environmental quality; and a woman, Ilse Bonyhadi, vice-president of Allinove Products.

The News reported that the Portland maritime community had "expressed extreme disappointment" that none of the new appointees to the nine-member commis- sion is a figure relative to the maritime industry. Shipping peo- ple had hoped for an additional appoint- ment to that of Richard Lewis. Spokesmen in the maritime industry did not criticize credentials of the ap- pointees, "only the lack of sufficient representation on a body that has spent over $80 million in the development of maritime commerce.

No Relief on Unemployment

WASHINGTON, DC — Current unem- ployment is at 7.1 percent of the work- force. If it is not to get worse, we have to stay that way.

So says Business Week magazine, which predicts that unemployment will stay at least above 7 percent through 1975.

One reason the rate is expected to stay above 7 percent is that many workers do not return to work after being laid off. The rate of layoff absorption fell to a fraction of the level of the recent recession of 1969-70. Last October, at the bottom of the recession, the re- sumption of "mini-boom," unemployment still remained as high as 4.5 percent.

Big Year Ahead for Canadian Labour

OTTAWA—Some 51 percent of Cana- dian's major non-construction labor con- tracts, covering 1.2 million workers, are due to expire this year extending the ILWU British Columbia long- shore pact.

The increasing militance of Canadian workers this year—largely due to infla- tion—cannot continue to close the gap between US and Canadian wages.

So much so, in fact, that Canadian business officials are expressing con- cern that further US labor progress will undermine the lure of cheap labor for US capital into Canada.

Inland Port Meeting

VANCOUVER, Wash. — The Wash- ington Public Ports Association is holding its spring meeting May 14-16 at Pasco, 105 nautical miles upriver.

The once little known river port, lo- cated on the Columbia in Eastern Wash- ington, has been in the news lately as a center for the development of river traffic.

A Song for the Times

Following is the text of the of- ficial “Whip Inflation Now” (WIN) fight song composed by Broadway songwriter, Meredith Willson, of "Music Man" fame. Win! Win! Win! We’ll win together That’s the true American way Who needs inflation? Not this nation. Who’s going to pass it on? Win together. Loon? Never! If you can win, so can I. We don’t know exactly what the music you are supposed to sing it to, but here it is. Our correspondents tell us that it is being sung with growing enthusi-asm at unemployment offices and supermarkets.

MASS PICKET—About 150 Local 6 members and representatives of other unions showed up at the Local 6 picket line at KNC/American Tempering at Union City, January 9, to prevent scabs from entering the plant, as the com- pany had threatened. Dogs and armed guards were hired by the company from Richardson Security Agency. There were no scabs, and the two-month old strike was settled several days later.

Dogs Didn’t Deter Local 6 Glass Strikers

Continued from Page 1 — we will be able to do is place your name on a -nite list for a position that may or may not be available in the fu- ture.

MASS PICKET

The union responded with massive picketing on the morning of Thursday, January 9. KNC strikers and Local 6 members were out in force — after a small fracas between picketers and club-biding Union City police, Police Chief Thomas Fitzpatrick went inside and put a promise from the company not to bring scabs in that day.

The Local 6 members also were sup- ported by the presence of International officers Louis Goldblatt and Bill Chee- ter, the entire longshore negotiating committee, and the Northern Califor- nia regional staff, as well as local offi- cers. Several Local 6 members from nearby plants were also on the line.

Many other unionists from around the Bay Area also visited the picket line, in a show of solidarity.

"The union considers the settlement a victory, as the demands of the em- ployer were all rejected," said Local 6 President Curtis McClain and Secre- tary-Treasurer Keith Eckman. "The union returned to the job strengthened, not weakened, and our members are going back with a contract that will provide them with the dignity and se- curity they need."

The agreement, ratified by a 17-5 vote, provides an increase of 50 cents per hour effective October 9, 1974 when the old contract expired; 40 cents Octo- ber 9, 1975 and 40 cents October 9, 1976. There will be an additional 5-cent shift premium, also retroactive to October 9.

The contract also provides for an ad- ditional holiday, assignment to shift by seniority, standard Bay Area sick leave accumulation; language, and full medical, dental, prescription and vi- sion coverage.

KNC also agreed to provide any new benefits that might be negotiated in 1976 when the present welfare package expires, and to drop all legal charges that had been filed during the strike.

The negotiating committee consisted of Local 6 secretary-treasurer Keith Eckman, Business Agent Paul Martin, Steward Paul Rosenberg, Floyd Moore and Jose Alapauce.

All contributions by other Local 6 houses to the KNC strikers, which had begun to come in is response to an ap- peal from the officers, will now be re- turned.

UAW Plans Massive Unemployment March

DETROIT — The United Auto Work- ers, whose members have been devas- tated by layoffs in the past 12 months, are planning a demon- stration of thousands of jobless auto workers in Washington February 5 to demand real wage increases.

Almost 300,000 auto workers are cur- rently without jobs—amounting to a tempo- rary layoff, another 200,000 on indefinite "furlough."

UAW representatives said that "thou- sands of unemployed UAW members will roll into the nation's capital in hot domes that are one of the best small union headquarters near the White House and for at least four hours will let Washington know where we stand."

The UAW has announced plans to charter several airplanes from the West Coast, and has urged auto workers to register at their local union headquar- ters for the trip.

"74 Inflation Hits New Post-War High

WASHINGTON, D.C. — Consumer prices rose by 12.2 percent in 1974, the biggest increase since 1946 when prices rose over 18 percent as soon as war- time controls were taken off the econ- omy.

This inflationary surge left the typi- cal worker with 4.5 percent less pur- chasing power than in 1973, when infla- tion rose by a mere 8.8 percent.

In December, the rate of inflation was down somewhat—going up only .7 per- cent, or at an 8.4 percent annual rate. But said Treasury Secretary William Simon "let us not fool ourselves that it is going to come down to what you and I would call a reasonable rate. We are still going to have a built-in rate of infla- tion that is going to be unaccept- able and this is going to take years."

Overseas Delegates Applications

SAN FRANCISCO — A selection of a new group of overseas dele- gates will be made by the Inter- national Executive Council at its next meeting.

ILWU members who wish to be overseas delegates should get appli- cation forms from their local union offices.

Deadline for returning appli- cations is February 14, 1975. They should be addressed to In- ternational Headquarters, 1100 Market St., San Francisco, California 94109.
Oil Workers Tell the Nation Consumers Being 'Robbed Blind' by Profitiers

As this issue of The Dispatcher goes to press, 60,000 oil workers are in the midst of negotiations with major US refiners. As part of a campaign to acquaint the US public with some of the issues in these critical talks, the Oil Chemical and Atomic Workers published a full-page advertisement in major US papers, most of which we reprint below:

We all know the effects of inflation. We feel them every time we buy gasoline or pay our utility bills. We don’t need any lessons in economic theory; we can see what’s happening every time we struggle over our family budget, then read about huge profit increases for corporations.

What Causes Inflation?

Increased oil prices were responsible, directly or indirectly, for almost half of last year’s increase in the cost of living, according to a congressional study. So what causes high oil prices? They’re partly due to increased refinery labor and overhead. As part of a campaign to influence government superintendence in November, 1973, the first ILWU<br />

A NON-FIYER—Steve Jones, a member of ILWU Local 13 in San Pedro, drives the tractor that loads a helicopter aboard Matson’s Lurline at Terminal Island. The helicopter, first to be shipped aboard the roll-on/roll-off ship, was flown into the terminal yard where its 53 foot rotor blades and tail section were removed for the ocean trip. The craft was to be reassembled in Honolulu, where it will go into service for Rotorlift, Inc.

Washington, D.C.—After two years of top-level negotiations, it appears as though the United States and the Soviet Union are not—at least in the immediate future—going to become major trading partners.

The bad news came last week when it turned out that the Russians had rejected a Congressional effort to tie the growth of trade to their policies on emigration.

The attempt to link these two issues—e)migration, primarily Jewish immigration to Israel, and trade—took the form of compromise legislation worked out by a coalition between House Rep. Charles Vanik (D-Ohio) and Sen. Edward W. Brooke (D-Mass) and signed into law by President Nixon.

Most-Favored-Nation

The Soviets were to receive “most-favored-nation” trade status, which would simply mean an end to the discriminatory tariffs on Soviet goods entering the United States. The legislation provided that the US would make most Russian goods outside the financial means of most US purchasers.

In addition, the Soviets would receive a total of $300 million in lend-lease debts which piled up during World War II.

Congress Acts

The granting of most-favored-nation

Oregon Product Intrigues Chinese

ALBANY, Ore. — An Oregon firm that manufactures zirconium crucibles has become the first US firm to receive publicity, based on development of a new product, in a Chinese trade journal.

Crucibles, used in analytical laboratories, traditionally are made of steel, porcelain or nickel. Zirconium can withstand acids used in testing better than other metals.

The company, B-D Enterprises, Inc., has not yet established business in China, but is “hopeful” they will come, a spokesman said.

Jack Block Now Port Vice-President

SEATTLE — Jack Block, a member of Foremen’s Local 90, was elected vice-president of the Port of Seattle by a vote of other commission members January 14.

The trade delegation’s visit to Washington, which ended Jan 9 in Vancouver, after which the Russian delegation met with Jewish emigrants and trade—took the form of compromise legislation worked out by a coalition between House Rep. Charles Vanik (D-Ohio) and Sen. Edward W. Brooke (D-Mass) and signed into law by President Nixon. The provisions were pushed by Washington’s junior senator, Henry M. Jackson, a presidential aspirant.

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Soviet Trade Bill Puts Damper on D
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status had to be approved by Congress. Russian trade contingent upon freer
emigration of Soviet Jews.
A compromise worked out between
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criminatory tariffs for 18 months if the
President certified that he had received
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The President could also exceed the
limit of $300 million credits, according to
the New York Times, conditioned on
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ior in the Middle East and in arms con-
control negotiations.”

The Jackson forces believed that the
Soviets wanted US trade badly enough
to make substantial concessions on in-
ternal policy matters. But, in announc-
ing its rejection of the deal, the official
Soviet news agency said:
“The Soviet people . . . would never make
their right to decide on their own
internal affairs an object of bargaining.
It would never occur to them to predi-
cate their normal state-to-state rela-
tions with the United States, say, on
abolition of private ownership of the
means of production. Why then do some
American Senators, like the infamous
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low them to instruct the USSR in the
correct way to go?”

SMALL CHANGE
Soviet sources, according to the
Times, also objected to the $300 million
limit as “insultingly small” for “a nation
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tomic potential.”

Statements from Moscow and Wash-
ington indicated that both sides hoped
that the collapse of trade talks would
not destroy hopes of a detente and
peaceful relations.

R. Palme Dutt
Died at 79

LONDON — R. Palme Dutt, leading
theorist of the British Communist Party,
died last month at age 79, after a long
illness.
The son of an Indian father and a
Flamish mother, Dutt was one of the
founders of the CPGB in 1932, edited its
newspapers during the twenties and
thirties and held other offices, including
director of the press between 1936-46.

Throughout his career, he had been a
strong opponent of British colonialism.

An honor student at Oxford during
World War I, he was briefly imprisoned
in 1918 for his political activity, and
then finally expelled in 1917.

Collapse
Delegation Visit

visit to the Northwest with a tour of
port facilities in Portland, January 25.
The Soviet delegation is headed by
Vasily F. Zaretsky, deputy minister for
the timber industry of the USSR.
Rob-
ert E. Tumlinson’s interna-
tional trade fair director is one of the
tour guides.
The Evergreen State planned to hold
a trade fair in Siberia this May, with
sales of your firm to the region.

The Rank and File Traditions of
the ILWU Today

The rank and file traditions of
the ILWU today are rooted in
the Pacific Coast斗争 of the
1930s. Let’s use this opportunity
to visit the Northwest with a tour of
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then finally expelled in 1917.
Local 21, Longview
LONGVIEW — ILWU Local 21 members turned out nearly 100 percent to vote in an election that returned Mel Banister to office as president, put Richard Johnstone in as vice-president, and re-elected Ralph E. Rider, Jr., secretary-treasurer.

Other than that the executive board consists of: Charles Smyth, Bill Smith, Ray McWeeney, George Zdilar, dispatchers.

The slate was installed at the stop work meeting held January 8. At that time Dean Baird was named to replace a member of the board, Ed Scott, who was elected vice-president in December.

Caucus delegates for 1975 are M. Dahlstrom, Scott, Ken Swecker and Ross Dalgarino.

Local 46, Port Hueneme
PORT HUEMENE, CA. — Tony Garcia, secretary of ILWU Local 46, announced the following election results for officials for the year 1975:

Bob Ish, secretary-treasurer; Jack Dillen, night business agent; Louise Loveridge, relief night business agent; Harold Ericson, trustee; Frank (Chops) Aguilera, Jnr. (JR) Jones, Joe Rollow, and John M. Janisse, daytime dispatchers; Richard Negrete, relief night dispatcher; and the following delegating to the Southern California District Council, A. David Arian, Darl Elliott, Glenroy Rowell, and Richard Ho, Jr. M. Mondor, J. M. (Jimmy) Gymerman, L. L. (Chick) Loveridge, Nate DiBlasi and Albert C. Stagnaro.

Local 54, Stockton
ILWU Local 54, Stockton, has re-elected Pete Pulley president and Stagnaro is vice president and Robert Ruley is secretary. Elected to the labor relations committee are Ralph Edalgo, Jr. and William Trottier. Nine members were elected to the executive board.

Local 53, Newport
PORTLAND — The following newly-elected officials were installed by Brother Earl George at the January 14 meeting: President, Fred R. Stern, vice-president, Eugene C. Hutcheson; secretary-treasurer/business agent, Joe Mosley, Jr., and Joe Africa, the holdover official. List was elected executive council, and Russell "Buss" Ross, night dispatcher, with Joe Johnson the holdover dispatcher.

ILWU Aids Teamsters
IN CITY COUNCIL RACE
PORT HEUMENE — The Southern California District Council has endorsed Jack Cox, a member of the Teamsters Union, in his campaign for a seat on the Long Beach city council.

Jerry Posner Dies
LOS ANGELES — Jerome (Jerry) Posner, long time member of the Amalgamated Clothing Workers and once a prominent figure in the old California COU Council, died here Dec. 14.

Some Related Recognition
FOR STRUGGLES OF ILWU
PORTLAND — Union members turning business away from carriers in order to Oreogean to read about the recent plant closure were surprised to find out the headline from "At Waterfront Retiree Reaches Changes." Under it was a picture of Mike Sickinger, a local 46 member who was described as a "big, burly man, aging gracefully with dignity and purpose," whose report to the ILWU "has carried on an open love affair with the Interna-

tional Longshoremen's and Warehouse-
rans — with perhaps some local "share-"

He describes the pre-union era to re-

tator Stan Federmans as the days when workers were "on their own" and bloody West Coast waterfront strike...

"Today the union was tested many times after that. But Sickinger and his fellow dock workers believed in it and followed it to the end. Today the ILWU is one of the strongest independent unions in America."

"All you had 60 years ago was your hook and a good strong back. The work was hard, life was hard. Then we went on our union. And things changed. There was a hope and a future for every guy. I'm just happy I was a part of all."
From Mexico

We received your holiday greetings and congratulate you on the motif of your Christmas card depicting that significant event, and enjoyed receiving it very much.

It is our pleasure to send fraternal greetings.

COALITION OF MARITIME WORKERS, ANTONIO H. GONZALEZ, PRESIDENT.

Lawrence Krafte

I am sorry to tell you Lawrence (Sparky) Krafte (Local 32), died November 22, 1974 of a heart attack. Will you please convey our sympathy to the family? Happy Bridges, etc. I am his sister Martina loading January 22, 1975.

TINA PEARSON

Everett, Washington

Lawrence Memorial

Thank you for your donation to our Hospital Memorial Fund in memory of William S. Stover.

GINGER SPEARS, Administrative Secretary

Lassen Memorial Hospital

Susanville, California

'We're Destitute,' Says Longshoreman In Olympia

OLYMPIA—The new log dock went on the line Dec. 29 when the Maritime Queen—destination Japan—stopped off here, after taking on logs in Astoria.

The dock, work on which was begun last year (see Dispatcher, May 10, 1974) "will put this port in a more competitive position," according to Local 47 member Fred Bailer.

"The trouble is, while there is lots of cargo in the yard, there are no ships! We got four days in November and two days in December." (Both dates were on the Maritime Queen, which finished loading January 22.)

"Work is almost non-existent here. We are destitute," said another member of the local.

There were two ships in when this reporter visited the Olympia waterfront in April, 1974. Piling was being driven for the new dock, and 10 gangs were working, three of them from Raymond.

ILWU Maps Job Crisis Plan for Northwest

PORTLAND—"AFL-CIO Calls Crisis Meeting." This is the way the Oregon Labor Press headlined the news that ILWU locals in the Evergreen State, including the Teamster's local, are "introducing similar legislation through the Washington state labor lobby."

Bills which Oregon labor is support ing would:

* Increase maximum unemployment benefits and to iron out inequities in the present law.
* Amend state law to provide for $10 million in appropriations from the Federal Unemployment Trust Fund in memory of the late Lawrence Krattley.

We are destitute," said another member.

"Hunting takes up a lot of slack time. I'm always happy to have my fellow ILWU members stop by and see me as they sometimes do. If you look on the map of Washington State you'll note that my mailing address, Sultan, is a little town about 20 miles southeast of Everett, about 30 miles northeast of Seattle.

I'm situated close to the port of Wallace, near Gold Bar.

On the enclosed snapshot, I am standing by a pair of line pack horses which were used to tote our deer out of the rugged country in Chelan County.

January is that time of year when the memory train chugs back to some out standing hunting and fishing trips of two days past. This edition of "Big Shots and Little Fishes" will review some of them as experienced by the hunting and fishing loving membership.

The greatest—As far as I know, this is the largest strip ever reported to your columnist. It's a 54-pounder, taken by Bill Shaw of Lodi on a Redwood river in 1973. I hope to land this brute on 25-lb. test line from the San Joaquin Delta area.

What is a rabbit? What is a hare? Hare, or rather, hear this:

The domestic Belgian hare isn't a hare; it's a rabbit. The jackrabbit isn't a rabbit but a hare. The snowshoe rabbit—hit a hare; its real name is "varying hare." Hares are born with their eyes open and bodies covered with hair (no pun intended). The newborn rabbit is hairless—I mean hairless—and has its eyes closed for a week or more. Thecottontail is a rabbit.

What's it to be: A fly or spinner? ILWU members, members of the family and, of course, retired members, can earn either a Bolo spinner or Teeny Nymph. All that's required is a clear snapshots
Dock Talk
Deadline Is Feb. 1

Almost certainly the final proposed agreement will contain some revision in PGP work rules. The question of unionism under present rules has been raised.

STATE OF ECONOMY

Dominating the talks from the very beginning has been the distressed state of the economy.

Of all the ports involved only the Los Angeles harbor area seems not as yet to have experienced pronounced decline in tonnage. The log ports of the North- west, as reported previously in The Dispatcher, are now hurting badly after a period of prosperity.

Negotiating committee members report a tough attitude on the part of the employers than in recent negotiations.

Much of the negotiating time has been spent in caucus as each side attempts to clarify its positions.

The meetings have been held afternoons at the ILWU Interna- tional Headquarters here and at the PMA headquarters downtown.

Isle Dockers
Also Want
Early Talks

HONOLULU — Hawaii Local 142 has served notice that, like its West Coast counterparts, it wants an early re- opening of longshore negotiations.

The union has informed stevedoring controls that rises in living costs and the fear of a re- imposition of wage con- trols makes it imperative to reopen talks prior to the June 30 expiration of the present contract.

There are 1,200 waterfront members in Hawaii.

ILWU Regional Director Robert McElrath said:

"Through the Hawaii Employers Council, we have notified all of the companies employing longshoremen, that they are planning on taking out a bolt of sugar, cement, freight station, maintenance workers and if any of those of our desire to open all the agreements in line with what is going on the West Coast now."

McElrath said a separate notifica- tion was sent to Young Bros., which also is under contract with the ILWU, but negotiates separately.

Blood Drawing
Proves Popular

LONGVIEW — Local 21 held its first blood drawing of the new year on January 16, with Dick McQuaid again serv- ing as chairman of the arrangements committee. The number of hours was extended to 6 p.m. to make participation easier. Additional interest in the event was engendered through the issuance of tickets for a $25 prize drawing to all longshoremen and immediate family members donating blood.

Three drawings were held in the Lo- cal 21 Hall last year. Ralph R. Rider, Jr., secretary, reports.

Western Electric
Closing in Vancouver

VANCOUVER, Wash.—One of Clark County's largest employers, Western Electric, will cease all operations in its Vancouver plant May 1, because of "the nationwide economic recession."

This will start immediately, with 570 due for termination slips, and 90 others to be transferred elsewhere.

A spokesman for the state unemploy- ment office called the closure a "disaster." The county already has a 13.5 percent unemployment rate.

After 40 Good, Tough Years
Bill Burke Begins Retirement

OAKLAND — After a lifetime in the labor movement, which has included nearly a quarter-century of service as an ILWU Local 6 business agent, Bill Burke has retired.

Burke started out to be a business agent. Graduating from the Uni- versity of Michigan early in the de- pression, he had plans to work for a few years, put some cash together and put himself through medical school. So he went to work at a small plant in New York, became one of the lead- ers in a strike, and soon found that he had committed his life to the growing, explosive trade union movement of the 1930s.

WORKED FOR CIO

The next twenty years were spent as an organizer, primarily for the CIO and its affiliated organization. Burke organized with the United Electrical Workers, the American Communications Workers and other unions during those years of depression and war, see- ing service in 20 states.

"These were tremendously exciting, turbulent times," Burke recalls. "We organized, sometimes we struck, we set up locals, negotiated contracts, and then we moved on somewhere else to start again."

In 1951, Burke was secretary/business agent for the only West Coast local of the United Professional and Office Workers (UPOW), representing office workers at Cutter Labs in Berkeley and X-ray technicians at Kaiser. The UPOW was folding up, merging with other un- ions and so, by agreement with both internationals, the workers in his local chose to merge with Local 6.

Once that time, Burke has held the position of business agent in the East Bay.

PLAYED MANY ROLES

Aside from the week-in, week-out grind of organizing, handling griev- ances and arbitrations and negotiating new contracts, Burke also took an ac- tive role in joint negotiations with the Teamsters on behalf of Northern Cali- fornia warehouse workers, helped or- ganize a national alliance of unions representing Colgate workers, and served as secretary of the East Bay Joint Legislative Council.

He also served as Administrative Business Agent in the East Bay over the last four years, coordinating the work of the staff there with the central offices of the local.

NEGOTIATING—ILWU President Harry Bridges (back to camera) makes a point to Edward M. Flynn (center opposite), president of the Pacific Mariti- time Association, during one of the sessions in the current effort to reach an early settlement in longshore negotiations.