In Canada

October 14

Stoppage

Crank Up

SAN FRANCISCO — Labor unions all over the country are coming through with support for the ILWU boycott of Handyman stores, joining in an all-out effort to force the anti-labor hardware and building supply chain to negotiate a fair contract with warehouse Local 6.

The boycott, which began in BC after the Lewis decision, is currently expanding. BCFL unions, including ILWU locals in the province, are setting up committees to coordinate their actions with those of the labor councils in their area.

Meanwhile public opinion polls indicate that the popularity of the Liberal government headed by prime minister Trudeau is at the lowest point in its history, with only 29% of those polled stating that they would vote for the Liberals if an election were called now. Liberal officials admit that one of the main reasons is the opposition to wage controls.

Boycott Handyman!

Handyman Boycott Winning Support From ILWU Locals, Other Unions

Our 8,700 members, in general, work with their hands, and home improvement and gardening are among the most popular pastimes. In the past we purchased tools and supplies at Handyman stores. As a result of this incident in Tracy, we have become convinced that we must make any decision about a boycott on the basis of public support, and to publicize your killing of a peaceful picket, and solicit the cooperation of organized labor in this boycott.

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The boycott was called soon after Norman Lewis, 33—one of 30 workers at the Handyman warehouse in Tracy, California, was in a strike in search of their first union contract—was deliberately run down and killed on the picket line by a truck driven by Handyman supervisor.

Since Lewis’ death on August 6, Local 6 has filed a series of lawsuits and unfair labor practice charges against the company and, most important, has extended its picketing to all Handyman stores, bringing the story of the Tracy workers’ fight for a decent contract before the public.

Many generous contributions to the Norman Lewis Memorial Fund, set up by the local to provide for the welfare of the five Lewis children, have also been received.

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Why Auto Workers Strike

(On September 14, 79,000 members of the United Auto Workers went out on strike against the Ford Motor Company after negotiations for a new contract broke down. We reprint below a statement by the UAW which explains the issues in that strike pretty thoroughly.)

We regret that the UAW has been forced to call a strike against Ford Motor Company.

The UAW began these negotiations some 56 days ago in good faith—hoping that the company would address itself in a meaningful way to the crucial contract problems for which we must find solutions.

Our proposals for contract improvements were clear and uncomplicated. They left little room for misunderstanding. Also clear was the union's willingness to engage in give-and-take bargaining over these proposals.

For its own reasons, Ford Motor Company chose to respond on August 31 with a proposal that, if accepted, would have taken away from the Ford worker many of the gains won in previous contracts.

Ford reduced some of those takeaways on September 8. Yet it continued to ignore completely the Ford worker many of the gains won in previous contracts.

For its own reasons, Ford Motor Company asked them to address weeks earlier.

For its own reasons, the company would address itself in a meaningful way to a variety of crucial workplace issues, such as the grievance procedure, health and safety provisions and others.

We are aware of the impact a long strike might have on our members, their families and the industry. We must find solutions.

We are eager to resolve our differences in a minimum of time.

We pledge ourselves to this task and hope the Ford Motor Company will share this willingness.

Mao Tse-tung

Mao Tse-tung, one of the monumental figures of the twentieth century, is dead. His achievements on behalf of the Chinese people were so immense, his role in world affairs was so complex, that we immediately back off from the job of wrapping his life up in a sentence.

Mao was adulated by some, he was a devil to others. For the world’s workers, he and the revolution he led were certainly a powerful example of the revolutionary process at work—its pitfalls as well as its triumphs.

Over the years, we had our differences and criticisms. This is scarcely the place to go into all these various figures at least say to me that the super-duper critics of this union, who say we've sold out our birthright, are not telling the truth.

Some kind of security and dignity for their members in the face of changing technology.

A S OF NOW, FORD MOTOR COMPANY has:

• Refused to respond in a meaningful way to the UAW’s shorter worktime proposals, in that their plan would not make any major progress toward creating new jobs and lowering unemployment in this country.

• Refused to provide our retirees with relief, outside the present pension agreement, from the ravages of inflation. They offered instead to hold out with one hand a dental plan for retirees and then back with the other hand the cost of the plan from wages or cost of living money to be negotiated.

• Refused to provide much-needed improvements in the hospital-Medical-Surgical-Drug-Dental programs and insisted instead that workers absorb future cost increases in those programs through diversion of future wage improvements.

• Refused to modernize and up-date the coast-to-coast allowance and refused to provide adequate annual wage increments.

• Refused to agree to proper controls on contract-out and subcontracting of work and failed to provide assurances of maintaining work historically done by Ford workers.

• Refused to agree to improvements on a variety of crucial workplace issues, such as the grievance procedure, health and safety provisions and others.

On virtually all other issues, ranging from insurance programs to skilled trades issues, Ford has been unresponsive and unwilling to engage in serious bargaining.

We are aware of the impact a long strike might have on our members, their families and the industry. We must find solutions.

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There are Grippers inside and outside this Union who said that we chose the wrong path, that we sold out our traditional work opportunity for a mess of cash and a pay guarantee.

They say that we should have gone into court and that the time is now to fight. But fighting over the sixty-five, maintained gang sizes, fought the introduction of new technology and fought tough.

All kinds of figures are thrown around. For example, you’ll hear it said frequently that back in 1948 some 25,000 longshoremen on the Pacific Coast were eligible to vote on the employer's "final offer" under the provisions of the "Taft-Hartley" Act. When you add to that the remaining workforce of about 12,000 — longshoremen and clerks — it surely looks like we aren't what we used to be, cut by more than 50 percent.

But these figures are misleading. For the world's workers, he and the revolution he led were certainly a powerful example of the revolutionary process at work—its pitfalls as well as its triumphs.

We wish we could say that we have lost no jobs. But these figures at least say to me that the revolution, the industrial revolution, the Chinese revolution was one of the great positive events of the twentieth century, Mao's split with the USSR was one of its great tragedies.

All we can say for now is this: when we re-call the devastated, humiliated China of years gone-by, and many old seamen will understand exactly what we mean—and picture what we hear and read of China today, then we are on the road to some appreciation of the man and his achievements.

What Happened to the People who Left the Industry? We don't have the complete figures, but we estimate that slightly over 1,000 left during the years in question for their own reasons. Another 13,000, or so, died by 1960. Most important, between July 1, 1952 when our pension plan became effective, and June 30, 1976, some 12,000 longshoremen and clerks retired on secure ILWU-PMA pensions, living out their remaining years in relative security.

That's a total of about 10,000 who have left the industry in various ways. But during that same period, some 13,000 came in to work. If you subtract those two figures, we have 1,000 workers who have lost their jobs for the rest of their lives with no layoffs. We may not be expanding, and we're not replacing everyone who retires, but we are not laying off workers. More than halfway in the country, we have held our own and then some.

What if we had gone a different route? In the Port of New York-New Jersey, for example, the International Longshoremen's Association went the other way. They tried to maintain their gang sizes, they fought like hell to resist the new technology. What are the results? In 1951, 48,000 ILA members worked a total of 46 million man-hours, and more than 27 million tons were moved. By 1974, 14,000 members worked a total of 22 million man-hours and moved 27 million tons. The manpower is down by 50 percent, the workmen are down by more than 50 percent. In the ILA, I'm simply saying that the conditions we had to face, we were in the ILWU during the ILA days, do no better.

It goes without saying that we've made mistakes. During good times we were careless about our jurisdiction; we probably haven't organized big enough to keep our union growing. Some say M&M was badly conceived, others say the guarantee is full of holes. There's no question that all these things have happened, but we have followed our program together; in a democratic way, in the full conviction that we were doing our damnedest to survive as best we could. And we did. It beats me why so many noisy critics want to downgrade the solid achievements of working people in the face of what are obviously some monumental achievements.

On the Beam

by Harry Bridges

Over the Last Twenty Years, the major problem faced by our longshore division has been the problem of maintaining work opportunities and we’ve faced the same problem ever since we first started. In the first being the way this economy swings from boom to bust, the second being problems caused by the introduction of new technology on the waterfront.

The first problem is basic: during the wartime prosperity of the World War II years and the years of the post-war boom, we had lots of shipping activity. Everybody got fat and nobody really noticed the long-term erosion of work opportunity. But now we are in the midst of a very serious work shortage and there’s the problem of getting the ships going and shipping and trade which doesn't seem to be improving much.

This has cut very hard into our hours.

The other area where we have run into trouble is the introduction of labor saving machinery and the employer’s desire to get more production in a shorter time. In the shipping industry during the sixties, maintained gang sizes fought the introduction of new technology and fought tough.

All kinds of figures are thrown around. For example, you’ll hear it said frequently that back in 1948 some 25,000 longshoremen on the Pacific Coast were eligible to vote on the employer’s "final offer" under the provisions of the "Taft-Hartley" Act. When you add to that the remaining workforce of about 12,000 — longshoremen and clerks — it surely looks like we aren’t what we used to be, cut by more than 50 percent.

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HANDBUYN PICKET — ILWU members in Salinas, led by Schilling steward Carlos Santos and Nestor Stewart Isabella Patrick have been turning back many customers at the ILWU store in weekending picketing.

ENDORSE BOYCOTT — Delegates to the ILWU Northern and Southern California State Propostions to be put before Cali- "09, to discuss a proposed change in the method of assessments for fringe bene- fits.

The ILWU representatives proposed to base assessments on tonnage rather than on hours, which is the current prac- tice. Tonnage is going up steadily while hours are declining. "The effect of the change, then would be to bring work back to the waterfront." said committee member Fred Huntstinger. No agreement was reached, however, and the area representatives and the Coast Committee are now considering other approaches to the problem.

The proposal was developed as a re- sult of the holding of several Longshore container committee meetings in San Francisco and the Northwest in which the ILWU representatives attempted to tackle the problem of runaway con- tainer work.

Representing the ILWU were Interna- tional President Harry Bridges, Vice- President Bill Chester, coast commit- tee members Fred Huntstinger and Bill Ward; Dwayne Waddow, Local 18, Seattle; Dick Wixe, Local 14, Portland; Osphay Wu- liams, Local 18, San Francisco; Art Almeida, Local 13, Wilmington; Larry Clark, clerks, Local 40, Portland.

Councils Back Handyman Strike

FRESNO — Delegates to the ILWU Northern and Southern California District Councils’ joint endorsement conference here September 18, unanimously veyed a full support for the strike by Handyman stores and support for the strikers at the Tracy ware- house.

The delegates adjourned their meet- ing after unanimously endorsing former Norman Ray Lewis, who was killed by a company truck on the picket line Au- gust 6. They also endorsed Senator John Tun- ney for reelection against Senator S. I. Hayakawa.

Delegates also took action on the 15 State Propositions to be put before Cali- fornia voters November 2. The recommenda- tions will be voted on by delegates at the Bir- ton 22 edition of The Dispatcher.

Dock Comp DEFENDED

Delegates also went on record requesting appointments from the Brown administration to various state commissions, and to perform their position that Norman Leonard, ILWU general, be appointed to a judge- ship in San Francisco.

Local 17 Wins NRLRB Decision on Jurisdiction

SACRAMENTO — ILWU Local 17 won a significant NRLRB decision, overturning a previous decision over the stacking and unstacking of palletized goods and pallet boards at B & B McDonald Company here.

Challenging ILWU jurisdiction was Teamsters Local 150.

In almost all jurisdictional disputes, according to Attorney Richard Patsey, who represented the ILWU, "the Board has awarded the work to the union which the employer favored.

However, in this case, even though the employer took the position that Local 150 should do the work in question, the Board awarded the work to the em- ployers represented by the ILWU."

Slow Recovery for Shipping PARIS—Despite the general, if halt- ing, economic recovery over the last year, it may take another six to nine months before there is any real in- crease in world shipping, according to a report prepared for the Organization for Economic Cooperation and Develop-
We arrived in Greece at a time when there was much unrest within the Greek Labor Movement. We found that in many cases the Union workers would rather go to the Government for help to solve their problems with the employers than to go to the Unions with their grievances. It seems that until now the hands of the Unions had been pretty well tied, and that they were powerless to really help workers. It will remain to be seen in the oncoming years whether or not this trend will be changed.

The Greek people seem to us to be a very curious people, having lived under the dictatorship of the Junta for many years have taught them to trust no one. We’re sorry to say that the Greek people have the United States very close to the top of the list, mainly because of the positions that we have taken on the Cyprus issue. To the Greek people it’s fairly obvious that our concern is more on whether we can complete an agreement with the Turkish Government on the use of 14 American air bases and the sale of American arms to Turkey than we are in helping the parties solve their problems.

These delegates at least, feel that maybe the United States should stop acting like a big brother to all the countries of the world, especially when the sole purpose is not to act as a mediator in order to help them solve their problems, but are instead more concerned with the interests of the military and in some cases the protection of runaway multinational corporations who depend on the power and protection of the US in order to be able to continue to bleed the country in which they’re operating.

Little Industrialization

It’s fairly obvious that the living and working conditions of the Greek worker leaves much to be desired. It’s also fairly obvious that Greece’s lack of natural resources that they will never become an industrialized nation like the US or the Northern European countries. Not being able to industrialize to any extent creates a vast hardship on the working class, the cost of items imported into the country such as household appliances, clothes, autos, etc., make it prohibitive for the average worker to have the things that we take for granted at home.

For example, one of the things we are able to take for granted is being able to own at least one car and, more than likely, two. In Greece, the workers take it for granted that until as recently as 1975, that the US Government on the use of 14 American air bases and the sale of American arms to Turkey than we are in helping the parties solve their problems.

We agreed to the General Secretary that until there was solidarity within the new Labor Unions that they would continue to have problems. It was interesting to observe that the majority of the supporters of this strike belong to the White Collar Workers Union, which is one of the strongest Unions in Greece. They consist of Bank Employees, Lawyers, Radio, Telegraph Operators, Foreign Airlines, Accountants, etc., and so do not really represent the unskilled Labor force.

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home. In Greece the working class take for granted that they will never own their own home, the cost being prohibitive because of the lack of work and because of the amount of their daily wage that it takes to exist— we say exist because by our standards certainly would not classify it as living.

Those workers who are tired of their living standards and are ambitious enough to do something about it have become migratory workers, much like the farm workers from Mexico. These migratory workers, in order to improve their living conditions and gain some semblance of their self respect back, went to the industrialized countries of Northern Europe. They have improved their living conditions and they are able to buy things that went to the industrialized countries of Northern Europe at a reminder of the good times.

The Greek labor movement. One of the things that we observed touring the waterfront of Piraeus was that safety is almost nonexistent. The water front was that safety is almost nonexistent. The dockers were jumping from craft to craft with only two or three foot clearance. The unsafe. Above, longshore operation with no safety equipment. This is the only Union enjoying a six-hour shift. In our talks with some hotel workers we find that they are very disenchanted with their Union and also with their Government. They feel that they are being held in a state of depression by the Government. They also feel that the Labor leaders who are supposed to represent their interests are doing nothing to offset this problem.

The average longshore wage is about $14.00 per day for a six-hour shift. We found in our talks that this is the only Union enjoying a six-hour shift. (There's much to say for a six-hour shift—it creates more jobs for more men.) The longshoremen work three six-hour shifts over a 20-hour period. The total membership in the longshore industry is around 20,000 members.

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A 'Tourist Attraction' An interesting comment made by one of the clerks was, "People come from all over the world to see Greece, her islands and her history. We do not even have enough to go to our own local beaches with our family on our one day off per week." Most of the working class people, once they find a job they are very disenchanted with their Union and also with their Government. They feel that they are being held in a state of depression by the Government. They also feel that the Labor leaders who are supposed to represent their interests are doing nothing to offset this problem.

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NEW HIRING HALL—Proudly showing off longshore and warehouse Local 502’s new hiring hall in New Westminster, British Columbia, are relief dispatcher Fred Thompson, Supervisor, Agent Dave Powell, Secretary-Treasurer Dave Simpson and Canadian Area First Vice-President Dave Lomas. The new Hall, costing approximately $100,000, was opened in August. It is being used both as a dispatch hall and union meeting place. The money for the Hall was raised by a bond issue among members, redeemable when a member retires or leaves the industry.

Japanese Auto Ship Severely Damaged

PORTLAND—The Japanese auto carrier, Towada Maru No 12, limped into Portland harbor September 13 with a gaping hole in her part, the result of a collision with a Russian fishing boat 400 miles off the Oregon coast.

The damaged area extended from the main deck almost to the water line, longshoremen working at Terminal 4 reported. The ship was carrying 1,885 new Toyotas.

An undisclosed number of the autos, possibly 100 or 125 were damaged in the crash, according to Don Rome, president of Local 8.

MOTHERSHIP

The Russian vessel, a mothership for one of the Russian fishing fleets operating off the US Pacific Coast, continued toward the Siberian port of Nighthawks, after the collision, according to a Coast Guard report quoted in The Oregonian. The ship’s captain radioed the Coast Guard base asking that the results of the damage survey be forwarded to the Soviet shipping bureau, the report said. (It was the first year of the agreement.

Four-tiered warehouse. Crane can land cargo on any tier: it would make a good container freight station.

In our meeting with the Panhellenic Seamen’s Federation in Piraeus, we discovered another segment of a Union that is very strong—that was the Masters and Mates Union within the Seamen’s Union, who’s total membership is around 100,000. We were introduced to Capt. Kaptanis who is the President of the Masters and Mates Union and a Mr. Apostolos Karakos who has been active in the Labor movement for 51 years. This we found was very helpful to us in understanding of his vast knowledge of the Labor Unions in Greece.

While touring the buildings of the Seamen’s Union, it was obvious that we had run into one of the richest and strongest Unions, but it would seem that only a minority of the people are enjoying the wealth, much of which is being misapplied to other than what I would say the real beneficiaries of the national wage increases.

Too many of us on the West Coast have had Greek ships come into our ports—we have seen the fifth or sixth round of deckhand pay cuts. We have seen the fifth or sixth round of engine crew pay cuts. We’ve seen the fifth or sixth round of Seamen’s Union pay cuts. And we’ve seen the fifth or sixth round of pension and welfare cuts. And it’s not taken from the worker’s check after he has earned it.

Working People Barely Exist

It’s easy to see why the working people in Greece are so poor. The cost of living has risen so high that in most cases the working people are only existing. It is not easy to get by when your take-home pay is only about 15% of what it used to be and when your wife and children have to support, a worker receives only extra pay per month up to that point.

We priced some items in stores and we were surprised to note that almost all items are made in countries other than Greece itself. Items are mostly made from industrial countries such as the US and Canada and are about 25% higher than they are at home.

Greece

Continued from Page 5—

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While touring the buildings of the Seamen’s Union, it was obvious that we had run into one of the richest and strongest Unions, but it would seem that only a minority of the people are enjoying the wealth, much of which is being misapplied to other than what I would say the real beneficiaries of the national wage increases.

Too many of us on the West Coast have had Greek ships come into our ports—we have seen the fifth or sixth round of deckhand pay cuts. We have seen the fifth or sixth round of engine crew pay cuts. We’ve seen the fifth or sixth round of Seamen’s Union pay cuts. And it’s not taken from the worker’s check after he has earned it.

Working People Barely Exist

It’s easy to see why the working people in Greece are so poor. The cost of living has risen so high that in most cases the working people are only existing. It is not easy to get by when your take-home pay is only about 15% of what it used to be and when your wife and children have to support, a worker receives only extra pay per month up to that point.

We priced some items in stores and we were surprised to note that almost all items are made in countries other than Greece itself. Items are mostly made from industrial countries such as the US and Canada and are about 25% higher than they are at home.

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Frank Fowler, 55
BEND, Ore.—Local 8 member Frank Fowler was laid to rest in Pilot Butte Cemetery September 17, far from the waterfront where he had worked and off since 1951, and from the sea he had once sailed as a roofer in the Marine Firemen’s Union.

Members of Gang 16 from Portland stood by during the graveside service.

Fowler, 55, died suddenly September 11 in the hold of a Russian ship, the Suleyman Stalskie at Terminal 4 in Portland. Cause of death at this writing was still under investigation.

The captain of the Russian ship ordered the Soviet flag flown at half mast after Fowler’s body was lifted out of the hold of the Stalskie, Don Rome, president of Local 8, reported.

This was the first time in the history of Local 8’s officials that the death of a longshoreman working cargo on any US or foreign flag vessel in Portland harbor has been recognized in this manner.

“It meant a lot to us,” they said.

Pamela Dock, with a valve card from the Portland longshore local in 1953 to return to a file at sea. He came back to land in 1957.

Survivors include a brother, Freeman Fowler of Portland, a Marine Engineers Beneficial Association, New York City, and a cousin, Robert Fowler of Bend.

Health Security Meet
PORTLAND—Norman Lowrey, Local 8, represented the Columbia River District Council at a luncheon meeting sponsored by the Oregon Coalition for National Health Security.

The speaker, Bert Seidman, director of National AFL-CIO’s social services department, spelled out why the US is the only industrialized nation without adequate health care.

The insurance companies and the American Medical Association are opposed to Kennedy-Corman, and President Ford “sold US News and World Report” be considered the part of any national health plan for the US at any time,” Seidman said.

A magazine survey showed that only 25 percent of the people in this country are opposed to national health care, but not enough of the ones who are for it have made their views known to Congress, he added.

Seidman mentioned the four Oregon Congressmen, only James Weaver in the Ninth District supports national health care.

Bob Kennedy, head of the Oregon AFL-CIO, and Laine Friedman, executive secretary of the Oregon Coalition for National Health Security, shared the platform with Seidman.

Local 9 Retirees
SEATTLE—Russell Bailey and Harold Judd of Local 9 retired September 1, representing the local’s total number of retirees to 83.

Bailey who worked for American Can for 39 years, was instrumental in negotiating the first Local 9 labor agreement with the Can Desk. “Now that he is retiring,” the local’s monthly News Bulletin reported, “American Can Company is closing Seattle’s last cannery.”

Judd, who spent 34 years at Fisher Mills, is recovering from recent heart surgery.

Respects to Figueora
PRAGUE — The International Trade Union Committee of Solidarity with the Chilean Workers and People expresses its deep sorrow at the news of the death, after a painful illness, of Comrade Luis Figueroa Macacha, President of the CUT of Chile, on September 7.

Figueroa is survived by his wife and children.

Hard Hats
PMA—Accident Prevention Director Terry Lane says that head injuries to longshoremen on Pacific Coast ports declined by 48 percent between 1971 and 1975.

NEW OFFICERS — Delegates to the September 12 meeting of the Columbia River District Council elected new officers. Named President was Rocky Brown, Local 8, shown receiving avel from outgoing President Jim Plast, Local 50. Others, from left, are Jim Foster, Local 8, trustee; Harold Pass, Local 38, trustee; Everett Richardson, Local 12, secretary; Norman Lowrey, Local 8, vice-president; and Ed Mapes, Local 43, trustee.

PENSIONERS’ FETE — The Local 6 pensioners club held its annual luncheon recently at Phillips Restaurant in San Francisco and the event turned out to be a great success, according to club President Claude MacDonald. Some 200 retired members and their families, some of whom are shown above, turned out to share the food and fellowship.

A Friend to the Kids
Ralph Hoge, retired Portland PMA assistant manager with friends.

Ralph Hoge Retires; A Friend to the Kids
PORTLAND—ILWU members in this area have a special fondness for Ralph Hoge, shown above, with some friends at the Shriners Hospital for Crippled Children.

Hoge, who retired August 1 as PMA assistant port manager, has for years been a driving force on behalf of the hospital, which has cared for the children and grandchildren of many ILWU members. He has sponsored a number of them personally, according to Art Rome, area welfare director of ILWU-PMA Benefit Funds.

“T’ve enjoyed my relationship with the longshoremen very much,” says Hoge and ILWU officials were very practical. He had the respect of everyone, in the industry,” according to ILWU Northwest Regional Director A. Johnny Parks.

Local 63, Wilmington
Local 63 ILWU, Wilmington announces nominations for officials starting October 13, 1976 to November 15, 1976.

The following offices are open: President-business agent, vice-president, dispatcher, two relief dispatchers (6-month term), LRC, sergeant-at-arms board.

Committee spots are: Membership committee (7), board of trustees (5), promotions committee (3), grievance committee (7) and a Convention-Caucus delegate.

BOYCOPT HANDYMAN!

The ILWU is people
Boston Dockers Want Change in Guarantee Rules

BOSTON — Boston longshoremen, members of International Longshoreman's Association, Local 805, recently voted overwhelmingly to seek changes in the pay guarantee section of their union contract, according to a recent survey by the Bureau of National Affairs.

There was a six percent decline in anticipated hiring of production workers and a four percent decline for office workers.


Want Change in Guarantee Rules

ALOHA—State Senator and ILWU Local 142 Business Agent Mamoru Yamashiki opens program at Maui War Memorial Auditorium, Wailuku. From left are International Vice-President George Martin, Secretary-Treasurer Lou Goldblatt, Yard Worker Melville Goldblatt, Maui Mayor Elmer Cravalho, Nikki and Harry Bridges and Local 142 President Carl Damaso.

HONOLULU — Labor Day weekend — the 30th anniversary of the great 1946 sugar strike, the first territory-wide victory for Hawaii’s organized working class — was the occasion for a series of picnics at which thousands of ILWU members had a chance to say Mahalo and Aloha to Harry Bridges and Lou Goldblatt.

Both top officers retire in 1977 under the union’s new age-65 retirement rule. Also honored at the picnics was Constantine Samson, recently retired vice-president and early organizer of ILWU Local 142.

POLITICAL ACTION, YOUTH

Both picnics also put major emphasis on the importance of supporting union political action programs, and served as an occasion for the introduction of union-endorsed candidates to the membership. A final emphasis was the importance of “Youth, the Future of the ILWU” and the need for bringing young people into union activity.

Scores of members worked long hours to prepare food, decorations and entertainment for the elaborate programs at the Hilo and Maui picnics.

MAJOR SPEECHES

But the major amount of time was reserved for speeches by the two retiring officers who reviewed the achievements of the union. Both said that the praise and thanks be- longed to them but to the rank and file members whose solidarity, loyalty, understanding and strength enabled the union to make changes which were almost revolutionary in the social and economic and political life of the Islands.

Bridges, Goldblatt and International Vice-President George Martin stressed the importance of bringing young people into activity in the union and giving them responsibility “not by bragging about the old days but by helping them understand that the union is the instrument through which they can change so- ciety and achieve their goals.”

‘Mazzola Was the Goat’

Anti-Labor Supes Dump Union Man Off Airport Board

SAN FRANCISCO — The San Francisco Board of Supervisors voted 10-1, September 22, to impeach Joe Mazzola, leader of Plumbers Local 38, from his seat on the San Francisco Airport Commission.

Mazzola was charged with official misconduct during the 38-day strike of San Francisco city workers last spring. Specifically, the charge was that Maz- zola had helped to lead the strike which the Board decided was not in the best interests of the city.

“THE GOAT”

He was found “guilty” by the super- visors after one hour of deliberation de- spite the fact that airport officials had testified that no damage had been to the airport during the strike, and that Maz- zola had been extremely cooperative when asked for help to maintain essen- tial services.

“All of labor is on trial here,” said defense attorney Marvin Lewis. “It is a matter of revenge. Joe Mazzola is the goat.”

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ON THE STAND—ILWU International Vice-President William Chester, left, and President Harry Bridges were called upon to testify in behalf of Plumbers Union leader Joe Mazzola in administrative hearing before the Board of Supervisors. Despite their testimony and that of many other union and civic leaders, Mazzola was impeached from his position on the airport commission.

‘Mazzola Was the Goat’

Anti-Labor Supes Dump Union Man Off Airport Board

One of the colorful dressed crowd of ILWU pensioners and members at the Labor Day picnic at Aiea Beach Park.

Ethnic dances by Good Shepherd Filipino Youth Choir