THE TRIALS OF HARRY BRIDGES

Deportation hearings, criminal charges, civil actions—the US government spared neither energy nor expense in its 20-year-plus effort to get rid of Harry Bridges. Defense counsels Norman Leonard and Aubrey Gross recount the legal battles, with two unique perspectives.

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SAN PEDRO LABOR

With its radical labor roots, San Pedro, California was a hotbed of union activity from the turn of the century through the 1934 general maritime strike. Local 13 historian Art Almeida chronicles the tumultuous period that gave birth to the ILWU in Southern California—and gave San Pedro its reputation as a union town.

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FOOTBALL IN THE '40s

Believe it or not: A number of Southern California longshoremen were once part of a football team that many sports historians say was the best ever.

Page 11

A MORE PERFECT UNION

Morrie and Mabel: A 100-year ILWU tradition.

Page 10

BILL BAILEY BOOK REVIEW

Sid Roger, retired Local 34 member and former editor of The Dispatcher, reviews the new autobiography by union rabble-rouser Bill Bailey.

Page 9

REBEL WITH A CAUSE!

He agitated, he organized, he raised cane. Paul Heide, the longtime leader of Local 6 who died recently, will be remembered as a fearless fighter for the working class who never gave up and never gave in.

Page 5

60 YEARS ON THE 'FRONT!

Local 10 member Dave Reed, recently retired, looks back on his record-breaking six decades as a working longshoremen.
Harry Bridges Chair: UW offers labor history course

SEATTLE—Thanks to the donations of ILWU locals, other organizations and individuals, the Harry Bridges Chair for Labor Studies is in full swing. This summer the UW’s History Department will offer a course in comparative labor history conducted by nationally known authors of labor history, Melvin Dubofsky of the State University of New York, and Elizabeth Faue, Wayne State University.

The course starts July 22 and ends August 20, with classes held 6-8 p.m., Monday through Friday. Union activists—leaders and rank-and-file—are especially invited to attend.

Course credit is 5 units. Tuition is $318. Student housing is available.

For more information, contact Professor Charles Bergquist, History, DP-20, University of Washington, Seattle, WA 98195; phone (206) 543-5790.

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To subscribe, issue check or money order payable to “The George Meany Center for Labor Studies” and send to: Labor’s Heritage, AFL-CIO, 815-15th Street, NW, Room 209, Washington, DC 20007-2415.

Bay labor studies

SAN FRANCISCO—Check out the fall listings of labor studies classes at San Francisco State University. Courses include: introduction to labor studies; classes on labor and women; affirmative action; politics of the government; and labor economics.

Take the classes while you can. SFUU will close, that day, as budget cuts, there might not be any labor classes after the fall semester. Donations are requested and payable to “Labor Studies Trust Account, 1993-94.”

To contribute, or to sign up for classes, contact: Dept. of Labor Studies, 1600 Holloway Ave., San Francisco, CA 94132, phone (415) 335-2985.

History in the making: ILWU visits Vietnam

SAN FRANCISCO—Members of the International Longshoremen’s and Warehousemen’s Union are headed for destinations east as part of the union’s ongoing efforts to strengthen international labor solidarity, especially in the Pacific Rim.

Particularly significant is the upcoming visit to Vietnam, according to ILWU International President David Arian. “Ours will be the first official delegation of American unionists since 1975,” he said, noting that lack of contact in nearly twenty years was not for lack of interest but rather the result of the longstanding US embargo.

The ILWU delegation will meet with the Quick Freezer, a California meat processing plant, whose representatives just last month were barred entry into the US to attend the historic Pacific Rim Dockers Conference in San Francisco. The Vietnam visit enables both unions to discuss issues of common interest. Vietnam is currently undergoing a shift to a market economy and is allowing foreign contractors to modernize ports. Eighty new members might not sound like much, but it demonstrates that our ROC program works. By combining the resources of the International, the area ROC, and of the workers inside the plant—by opening our eyes, and of the workers—working people who deserved better than they had now have the chance to make drastic improvements in their lives, and, in so doing, build and strengthen not only the ILWU, but the community in which they live.

The point here is that there’s plenty of opportunity for all of our Regional Organizing Committees to move forward. The International is ready and able to provide guidance, support and matching organizing funds for each area, and we encourage Southern California, Northern California and Puget Sound to avail themselves of our resources—for their benefit, for our benefit, and for the benefit of working people.

Our history and our future demand no less.

TAKING A PAGE FROM HISTORY

BY DAVID ARIAN ILWU International President

Although it’s premature to discuss our current negotiations of the coast longshore agreement (we’re still bargaining), just the fact that we have such a document deserves some attention. It tells a lot about the ILWU and our history—and our future.

A collective bargaining agreement of this magnitude didn’t happen by accident. It was the product of workers coming together in their own defense to accomplish collectively what they could not individually. And that required organizing.

We learned this lesson nearly forty years ago when the great Maritime Strike of 1934 ended in our first coast-wide longshore contract. That lesson was reinforced as the union expanded—and strengthened—in the Warehouse Division on the coast, in the “March Inland,” and in Hawaii.

Our Hawaiian brothers and sisters remember these lessons better than many of us in the mainland. It seems. Today, despite many great challenges, ILWU Local 42’s “culture of organizing” remains an example to the rest of the ILWU.

Learning from the Hawaii experience, the ILWU, through Executive Board action, recommitted itself over a year and a half ago to organize the O'Reilly—victory—return to our roots, so to speak. A plan was formulated to establish Regional Organizing Committees in the four main geographical areas on the mainland—Southern California, Northern California, Columbia River and Puget Sound—and to raise organizing funds for each area. These funds and support. Other major components of the program included developing a national strategy and coordinating organizing efforts among the International, the Regions and the Locals.

Since then: Our over 100 ILWU volunteers have received training from the AFL-CIO Organizing Institute.

• Three of the four ROCs, as we call them, have already set their ground rules and started to collect organizing monies and develop priorities.

• The International hired former Local 6 organizer Alicia Matzger as a National Field Organizer.

• We are working with an advisory committee from the Organizing Institute.

• International Rep and organizer Leonard Hoshijo and Local 142 Secretary-Treasurer Gay Perry, who sit on the ROC committee, are bringing the Hawaii experience to the Mainland and helping us develop national and regional organizing strategies.

Things are happening.

The Columbia River ROC, especially, has been a quite a trendsetter: it was first to propose specific projects, first to adopt rules and by-laws, first to commit $1 per member per month (UB) included to organizing, and first to request International assistance.

In meetings with International rep Dick Wise and Alicia Matzger, Columbia River settlement priorities included International Quick Freez & Storage in Albany, Oregon for its first organizing drive. Quick Freez has approximately 80 workers who earn little more than the minimum wage.

Two Longshore Division members, Leal Sundet and Doug Kerry (Local 53) and Ron Thornberry, Local 52, Seattle, as well as the ROC Committee, the entire Columbia River Area and, of course, the Quick Freez workers, deserve our special thanks for their efforts.

Forty years ago, we might not have set the pace for organizing programs. The Pacific Rim is now a development. In Labor’s Heritage, historians bring us new insights about the world of work. It is a world of opportunity.

A collective bargaining agreement of this magnitude didn’t happen by accident; it was the product of workers coming together in their own defense to accomplish collectively what they could not individually. And that required organizing.

A collective bargaining agreement of this magnitude didn’t happen by accident; it was the product of workers coming together in their own defense to accomplish collectively what they could not individually. And that required organizing.
The delegates supported several other workers' comp bills introduced this year, and leaned in support of the right of workers to file stress claims, chosen by one group of doctors, in quality care and vocational rehabilitation programs.

Voicing his opposition to SB 30 (Johnston, D-Stockton), State Senator Bill Zeecky (D-Hayward) told the ILWU lobbyists that the bill's proposed workers' comp changes are "scary." California Federation Executive Secretary Jack Henning echoed opposition to SB 95 (Petris, D-Oakland), which would leave injured workers without adequate benefits.

The delegates also lobbied against proposed cuts in the 1993-1994 state budget, particularly those affecting dependent children, Medi-Cal, and the renters' credit. Backers of the cuts, according to Southern California District Council President Luisa Gratz, "are applying band-aids," and the cuts, she said, will end up "in your pockets." Gratz urged a meeting of the minds "to address a much broader program.

On another important issue, the delegates also expressed concerns about the hazards of the "no-fault" auto insurance bill, SB 684 (Art Torres, D-Los Angeles), which seeks to extend insurance to third parties on state matters related to such national issues as the proposed North American Free Trade Agreement and the 1990 Immigration and Naturalization Act. The ILWU's ongoing battle with the government over interpretation and enforcement of INS regulations is "a war we have ahead of us," Comacho said.

Northern California District Council President Bill Watkins opened the meeting, along with Luisa Gratz, NDCC Secretary-Treasurer Don Watson and presented the legislative report, assisted by Gene Banday.

Criminal liability for safety violations
Employers who ignore Cal/OSHA regulations are liable under the Corporate Criminal Liability Act of 1991. It requires all employers in California to maintain a written safety policy indicating inspection requirements and recordkeeping.

Although recent surveys indicate only 40 percent of businesses so far comply with the ruling, the other 60 percent may be unaware of the penalties and liabilities which they could possibly incur inigorating the law. Cal/OSHA can enforce these laws with major fines and imprisonment.

Shorter reporting time for on-the-job deaths proposed
OSHA recently proposed an eight-hour limit for employers to report occupational fatalities and catastrophes involving inpatient hospitalizations for three or more workers.

The current deadline is 48 hours and covers fatalities or hospitalization of five or more workers.
SAN PEDRO LABOR

Seafarers, longshoremen, railroad workers were in the thick of Southern California's turbulent labor struggles

BY ARTHUR A. ALMEIDA

By far the most successful unions on the waterfront were those related directly to the maritime industry. At least in the beginning it was so.

In 1885 the Coast Seamen's Union was founded in San Francisco and a local branch was established in San Pedro three years later. They were, in a sense, the pioneers in effective and lasting organizing.

In San Pedro, around the turn of the century, longshore groups began to organize. Although several unions had tried to organize waterfront workers, they were not successful. The reasons were many but mainly the lumber companies, Chamber of Commerce and local civic groups were too powerful.

It was not until 1905 that a very radical element came to San Pedro: the Industrial Workers of the World (IWW) which, in time, became the pariahs of the labor movement.

ILA CHARTER

The "Wobblies," as they were called, did not really become influential until 1910 with the arrival of Joe Hill. In the interim, 1908 to be more exact, the International Longshoremen's Association (ILA) came to town and organized the longshoremen's Local ILA 38-18 and lumber handlers ILA 88-43—much to the consternation of the shipping interests. However, the ILA was not a tremendous factor on the labor scene until 1933.

When the IWW was founded by a host of radicals in Chicago in 1905, its emergence was ridiculed by Samuel Gompers, founder and head of the American Federation of Labor (AF of L). Seen as a threat by the craft unions, this new organization preached and practiced the unionization of industrial workers. With this antagonism set in place the stage was set for an ILA and IWW confrontation.

A strike in 1910 involved the rail hands of the Southern Pacific. It was in those early years that Joe Hill wrote some of his memorable classic poems. His "Casey Jones, The Union Scab" would be sung on picket lines and union halls through the wards. "Casey Jones" the American folk hero, represented the railroad engineers who crossed the picket lines of their own unions.

The weight of Southern Pacific power was too great and the rail hands lost their strike. It would be many of such battles that workers would fight against the giant Southern Pacific, even to this very day.

In 1916, or thereabouts, Joe Hill left Pedra for Los Angeles and eventually rode the rails to Salt Lake City, Utah. In a most controversial and mysterious murder trial, Joe Hill was found guilty in an alleged robbery during which a grocer was killed. Joe Hill was arrested, tried and convicted on circumstances entailed.

TIME OF TURMOIL

In 1916 factions from within split the ILA locally. In Seattle, the convention to obtain a strike sanction vote embroiled former San Pedran Jack Deane, president of District 38, and James Foley, president of San Pedro Local 43.

The strike proved disastrous to the San Pedro locals as the local shipper barred them from work. Ships berthed in San Pedro primarily for bunkers and oil for use in the European war. Lumber work dropped off drastically as the union entered the war, and private use for building construction was restricted.

During the same period another turmoil entailed a battle between the lumber companies and ILA 43 for union recognition and higher wages. With the entire nation consumed by super-patriotic feelings for the war, any union action was perceived as unpatriotic and this definitely worked against their efforts. The IWW, effectively infiltrated and took over ILA 38-18. An awe-inspiring affair dashed any hope of an early resolve.

STRIKE INJUNCTION

Mustering all the support they could get from the Los Angeles City Council, Los Angeles Chamber of Commerce and the merchants and manufacturers, the lumber interests finally acquired an injunction order against ILA Local 43. This was unfortunately accompanied by a series of raids by the strikers against the strike-breakers when several deaths and severe injuries occurred.

The World War I pitched battle between the lumber handlers and their employers was only a prelude to a more effective strike in 1923. While the ILA locals faded in and out after 1916, the IWW refused to buckle under. Like a relentless machine with an intense hunger, the maritime industry was again in a local brawl.

However, this time around brought new issues to the battleground. In 1919 the Criminal Syndicalist Law was legislated specifically against radicalism in unions, especially the IWW. This issue, plus freeing of what the Wobblies called "political prisoners" became prime reasons for striking. It was no secret that those that were being struck helped lobby the passing of the Syndicalist law.

There was sporadic success in tying up the ships. A famous site for strikers' rallies to hear speakers harangue the players was Liberty Hill. The Forth Street in San Pedro, primarily for bunkers and oil for use in the European war. Lumber work dropped off drastically as the union entered the war, and private use for building construction was restricted.

The showdown for workers and employer relations occurred during 1933 and 1934. The National Recovery Act gave the unions the right to form and to bargain with their employers. This reenergized the workers to organize and call for a strike on May 9, 1934.

HOME-GROWN MARTYR

On May 15, 1934, a true home-grown martyr legend was formed. Dickie Parker, born and raised in San Pedro, was one of about 300 men who charged the barricades at Wilmington Berth 145, where strikebreakers were being quartered. As he scaled the barricade a bullet struck Parker in the heart and he expired within an hour. Another worker hit by bullets was John Knudsen, who died days later.

This bitter 1934 strike, gore and all, culminated on July fifth of that year. The final resolution was brought about in October, 1934, by a three-man panel appointed by President Franklin D. Roosevelt.

As for Dickie Parker, he was just a kid in a man's war. Barely out of San Pedro High School, Parker had joined the struggle only a few days before. He gave the supreme sacrifice—his youthful life. Today he is buried at Roosevelt Memorial Cemetery in Gardena, legend by death but in spirit, alive and well.

Art Almeida is Secretary-Treasurer of ILWU longshore Local 13 and President Emeritus of San Pedro Bay Historical Society.

[Image of Joe Hill]

Above, the Wobbly Hall in San Pedro after Hammond Lumber Company agents and members of the Ku Klux Klan raided it in 1924.

Labor legend Joe Hill wrote songs for San Pedro's 1910 railroad strike.

STRIKE INJUNCTION

Above, a Wobbly boycott notice.

BOYCOTT CALIFORNIA

ORANGE GROVES AND JAILS

Above, Wobblies crossed the picket lines of their own union halls through the wards.

TURMOIL ENDED

Above, the showdown.
Paul Heide never forgot the shape-ups at Haslett Warehouse on Oakland's waterfront in the chilly mornings of the Great Depression. He stood among the faceless men pleading for a day's work. Many were desperate. They'd take the backbreaking, often dangerous jobs, that were made worse by speed-ups. Heide, too, worked as a high piler. Ten hours a day, he'd lift 100-pound sacks and load them, sometimes forty-five high, as foremen watched. Bosses spied for troublemakers—guys who'd talk about wages, hours and working conditions—men who talked union.

Paul Heide was one of them. He didn't just talk union, he organized. "The union was his life until the day he died," says his wife, Willie.

WAREHOUSEMEN'S "BRIDGES"

Heide died in April at age 82. Few are alive who remember him in his prime. To a younger generation of warehousemen, Heide is known for being vice-president (1942-48) and president (1949) of Local 6. For thirty-three years Heide was elected delegate to every convention. At his last convention in 1971, he attended as a member of the ILWU International Executive Board.

"Heide was for the warehousemen what Harry Bridges was for the longshoremen," recalls attorney Aubrey Grossman. "He was a real man and a labor lawyer." Paul Heide was the son of a Danish baker who settled in Oakland. His father was a union man who talked often about the plight of working people. As a teenager, Heide went to sea, working on the black gang on freighters and listening to the radical stories of seafaring men. He jumped ship in 1904 when he got wind of the Big Strike and headed back to San Francisco.

By the time he met Harry Bridges, Heide had been a sailor, a roustabout, a Golden Glove boxer. At six foot four, his appearance was matched by a soft spoken, almost shy demeanor.

"My wife, he was a sheer intestine," says historian Harvey Schwartz. "In those early days, there was no one more visible, most frequently arrested of Local 6's people. "I practically idolized him," says Lee Cox, who knew Heide in the Thirties. "He knew his business and he always kept his head. He wasn't afraid to start a fight when he knew he was going to win it."

ORGANIZING FRENZY

Paul Heide and his brother, Ray, became district organizers for the Warehousemen's Union. In the Bay Area in 1933 no warehouse workers were unionized. Within five years virtually all 8,500 freight handlers in the area belonged to the ILA. During those heady years, the Pacific Coast District of the ILA, which included the Warehousemen's Union, Local 38-44, applied for a charter as a separate CIO union. The new union was the ILWU, with Harry Bridges at its helm.

Optimism was in the air and it fed a desire "to organize the unorganized." The Warehousemen's Union, having achieved successful waterfront contracts, now looked to "the Marsh Island" had begun. The union aimed to organize workers in private warehouses, canneries, sawmills, even workers in agriculture, from the Pacific Coast all the way to New Orleans.

The warehousemen set up a picket line in Crockett, California, a company town. "It was large sugar refinery in the world. Led by vigilantes brandishing rifles and shotguns, townsfolk confronted the union men. Paul Heide, pointman on the picket line, was stabbed in the face.

"They had guns, we only had sticks," says Harvey Schwartz in his book, The Marsh Island. With the support of the longshoremen who refused to handle "hot cargo" on the company docks, the strike eventually came to an end with a successful contract for the warehousemen.

BATTLE OF NEW ORLEANS

Some organizing drives were less successful. In 1938 Paul Heide and several other ILWU people were sent to the Gulf Coast to unionize black and white workers. "It was decided," says Heide in The Marsh Island, "we would carry forward the organizing of CIO truck drivers in New Orleans, as a basis for organizing the warehousemen. The unionists were met by the wrath of the New Orleans police department. Three union men were shot; many were brutally beaten, 600 activists were thrown in jail, including Heide.

"He was fearless," says Schwartz.

1945—Heide with Local 6 delegation at CIO Convention in San Francisco. Other delegates were Charity Murray, Ray Heide, David Wilson, George Squires, Charles Durate, George Canetta and Hack Gleisman.

"He'd be the first one on the line when the police were about to roust out scalps." Throughout the 1930s, Heide did battle in the eye of the storm. Being point man for his beloved union would cost him dearly.

Doctors had warned him to lead a quiet life. Heide, as a child, had been run over by a dray. After the accident he suffered his first epileptic seizure. "That was the time when people were afraid of epilepsy," remembers his wife. "Paul didn't like to talk about it. And for a while he could ignore it. After New Orleans, Heide returned to San Francisco and soon after he was elected vice president of Local 6.

SIMPLE PLEASURES

He moved with his wife and two sons to Oakland. "He lived and breathed the union," remembers his son Pat. At home he enjoyed simple pleasures. He tended his flower garden. And to his little boys, he sang union songs.

His favorite song was about the little red box-car," says Patrick, remembering the song composed during the Hot Box Car Strike of 1938. Gathering his sons around him, Heide bellowed forth:

"He was fearless," says Schwartz.

HEIDE STATES HIS CASE AT THE ILWU'S BIENNIAL CONVENTION

In 1938, the Warehousemen's Union forged radical discrimination in the union hall's dispatch system. During the "March Island," an unprecedented number of black workers got jobs in Oakland storage plants. In the following year contracts were signed covering women workers in 41 warehouses.

"It was people like Paul," says Curtis McClain, ILWU International Secretary-Treasurer Emeritus, "who had the foresight to draft a document like our union constitution, which gives members equal opportunity. This constitution took place because of struggle. We ought to recognize those who were responsible for that struggle."

Paul Heide lived that struggle daily. His son, Patrick, remembers the Colgate Strike. "Police were trying to serve subpoenas on him, to get him off the street and away from those guys." Heide's mother had recently died and the two boys were at home. "Police and company men would park around our house waiting for Dad. My brother and I stood watch. We'd signal Dad with a lighted candle in the window if the police were waiting. When he came home, he'd see the candle and speed away."

After the death of his first wife, Heide married Willie, a Local 6 member. They combined their families and raised five children. By 1971, his epilepsy had grown severe and he retired. Leaving his union, "just broke his heart," says Willie.

He lived to see the union and its constitution secured in the hands of a younger generation. The struggle of working people would continue; new guards would stand the line.

On a spring day in April, the warning candle in the window flickered out. A weary union man went home.
By NORMAN LEONARD, ESQ.
Retired ILWU General Counsel

From 1943 through 1965, the US District Court for Northern California heard three separate cases involving ILWU founder and President Harry Bridges. The trials, brought about by repeated (and, ultimately, unsuccessful) attempts by the US government to deport Bridges, were “among the most controversial in the history of California’s courts,” according to the Northern District’s Historical Society.

To understand the Bridges cases in this Court, it is necessary to know something about Bridges’ background and the events which preceded the Government’s efforts to deport, denaturalize and jail him. In his memorable concurring opinion Mr. Justice Murphy of the US Supreme Court set these matters out clearly and graphically.

“For more than a decade powerful economic and social forces have combined with public and private agencies to seek the deportation of Harry Bridges, who came to this country in 1920 from Australia. “Emerging from the Pacific Coast maritime strike of 1934 as a recognized labor leader in that area, Bridges incurred the hatred and hostility of those who feared that his interest coincided directly or indirectly with the vicious and inhumane practices toward longshoremen, that Bridges was combatting. His personal viewpoint on certain matters also antagonized many people of more conservative leanings.

PERSISTENT OPPOSITION

Agitation for his deportation arose. Industrial and farming organizations, veterans’ groups, city police departments and private undercover agents all joined in an unrelenting effort to deport him on the ground that he was connected with organizations dedicated to the overthrow of the Government of the United States by force and violence.

“Wire-tapping, searches and seizures without warrants and other forms of invasion of the right of privacy have been frequently employed in this deportation drive. “This opposition to Bridges’ presence in the United States has been as persistent as it has been unadorned by temporary setbacks to its aims. The Immigration and Naturalization Service, after a thorough investigation of the original charges in 1934 and 1935, was unable to find even a shred of evidence.

But the campaign to banish him continued unabated. Eventually a warrant was issued by the Immigration and Naturalization Service in 1938 seeking his deportation. A clean bill of health was given him, however, after a full hearing before a special examiner, Dean Landis of the Harvard Law School.

COLLUSION IN CONGRESS

“This only led to demands that the deportation laws be changed to make sure that Bridges was exiled. Upon a special bill was introduced and actually passed by the House of Representatives directing the Attorney General ‘notwithstanding any other provisions of law’ to deport Harry Bridges, whose presence in this country the Congress deemed harmful. Fortunately this bill died in a Senate committee after the Attorney General denounced it as inconsistent with the law.

A substitute for this direct legislative assault upon Bridges, Congress amended the deportation law by over-turning an earlier Supreme Court decision. In the words of the author of this amendment: ‘It is my joy to announce that this will do, in a perfectly legal and constitutional manner, what the bill specifically aimed at the deportation of Harry Bridges seeks to accomplish. This bill changes the law so that the Department of Justice should now have little trouble in deporting Harry Bridges and all others of similar ilk.’

“This prophecy was quickly realized to the satisfaction of the vast interests arrayed against Bridges. A warrant for his arrest and deportation under this new statutory provision was issued in 1941, followed by a hearing before another special examiner, Judge Sears. Judge Sears, who had heard evidence at length from the Government on practically the same matters as in the first proceeding. This time, however, the examiner discovered sufficient grounds for recommending deportation. Although the Board of Immigration Appeals unanimously rejected this recommendation, the Attorney General, without holding a hearing or listening to argument, reversed the Board and ordered the deportation of Bridges.”

Sidebar: In July of 1950, some two and a half months after Bridges’ release on bail, the Government brought before Judge Harris of the US District Court for Northern California a motion to revoke Bridges’ bail on the ground that Bridges had engaged in a course of conduct and activities “dangerous and detrimental to the public welfare and inimical to the safety and national security of the United States.” The sole basis for this charge was a speech Bridges gave at a union meeting in which he condemned the United Nation’s action in North Korea and had urged a cease fire there.

Judge Harris revoked the bail and Harry Bridges spent 30 days in the county jail, until the Court of Appeals ordered him released on a motion brought and argued by defense counsel Norman Leonard. In his opinion Judge Hazeley observed: A Bridges singled out and jailed by arbitrary judicial action while he is prosecuting with diligence his good faith appeal poses, to our minds, a more serious menace to the nation and its institutions than does a Bridges enlarged on bail in accordance with established rules of law and the decisions and practices of the court.” Bridges was released from jail. He pursued his appeal and the conviction was reversed on the ground that it was barred by the statute of limitations.

HABEAS CORPUS

To test the Attorney General’s order of deportation, Bridges sued out a writ of habeas corpus and the matter was heard by Judge Welsh who sustained the order, rejecting Bridges’ arguments that the government was collaterally estopped by virtue of the Landis decision and that to deport Bridges in the face of the prior decision in his favor would deny him due process of law.

The Judge concluded that since the prior proceedings were not criminal, none of these doctrines availed to invalidate the deportation order. Judge Welsh did not weigh the evidence, holding that its sufficiency was a matter for the Attorney General, not the Court.

Even so, Judge Welsh was not very happy with the Government’s failure to disclose prior statements of its witnesses saying that “better administrative practice might dictate a policy” favoring disclosure.

Judge Welsh’s decision was affirmed by a divided Court of Appeals, which acknowledged that the evidence did not meet the Supreme Court’s standard of “clear, unequivocal and convincing” but held that, since this was not a criminal case, “some” (in quotation marks) evidence was sufficient. Nobody on the Court was satisfied that the truth had been revealed by the evidence.

The Supreme Court reversed the deportation order on the grounds that the Attorney General had misconstrued the term “affirmation” as used in the statute and that some evidence regarding Bridges’ alleged Communist Party membership had been improperly received since it consisted of unworn statements.

CITIZEN BRIDGES

The Supreme Court decision was rendered on June 12, 1945. Bridges immediately moved to activate his pending petition for naturalization, and on September 17, 1945 he testified in support of that petition in the San Francisco Superior Court.

When Bridges and a group of fellow ILWU members from his union arrived at the Court, a question arose as to the citizenship status of one of his scheduled witnesses. Thereupon, and at the very last moment, a substitute witness (a person who had come along merely as a spectator) was pressed into service. That person was later indited and found guilty as a “conspirator.”
The Superior Court Judge asked Bridges if he had ever been a communist and Bridges said he had not. The Government filed a replacement with conspiracy to defraud the Government by procuring his naturalization by falsehood. At the opening of the trial, Judge Goodman observed:

"The testimony of the Government witnesses was tinged and colored with discrepancies, animosities, vitUPERABLES, hatreds and ahostes, all with lengthy speeches and declarations of viewpoints.

INSUFFICIENT EVIDENCE

In conclusion, Judge Goodman noted that to support a denaturalization order the evidence had to be "clear and convincing," and this he failed to find:

"To cancel respondent's citizenship, after ten years of presumptively good and proper citizenship, the government had to meet an 'exactising standard.'"

"It did not meet this standard by the kind of witnesses it produced.

"My conclusion is that the Government has failed to prove the allegations of its complaint as to respondent's membership in the Communist Party by clear and convincing evidence."

The Government did not appeal. Thus ended the Bridges cases, not only in the Northern District, but also for Harry Bridges.

OPENING SALVO

Some words about our Opening Statement: It was boldly led by the legal team because of a possible backfiring. The record shows that Dean Landis cut short somewhat but she got the main names in—which proved useful when we had them on the stand and they started to lie. We listed the main employer organizations, US representative on the National Maritime Union, the Immigration Service, the police captains and lieutenants of the Los Angeles, Portland and Seattle departments; and the two coordinators, Harper Knowles and Larry Doyle.

There is no question that, even if we had not rehearsed, the Opening Statement was masterful in showing how the employers "used their government" against us. Some historians among us might read Landis' oral history to see what he says about it—or his opinion might suffice. We have made some selections among the Landis-Macinnis statements to show what he thought of them and how emotional he felt about it.

EMPLOYER PRESSURE BUILDS

Starting as early as 1934, a barrage was launched by the biggest waterfront employers and their friends in the Industrial Association—the Chamber of Commerce and the Associated Farmers—for the deportation of Bridges. It was not slowed down by the refusal to produce a single credible or reliable witness whose absence was continually attention to the government.

The pressure was great enough to get a bill passed by the House of Representatives for the deportation of Bridges, irrespective of the law. The bill was passed by a vote of 330 to 42, despite the statement by the highest legal representative in the government that it was absolutely illegal.

The employers hated Bridges, as most employers would hate a labor leader who was a radical, a rank and file fighter for union democracy, an anti-capitalist, a believer in labor solidarity and, worst of all, an avowed Marxist with a conscience.

The AF of L was not yet committed to a national social security or unemployment insurance program, whereas Bridges always pointed to them. Mainly due to Bridges influence was the refusal of 200 longshoremen to handle South African cargo.

BRIDGES' BEST WEAPON

The strongest weapon Bridges had was his defense committee. Almost all of the newspapers were hostile, and it was not yet clear that free speech includes the right to speak to a court if one is not a lawyer wearing a three-piece suit. A change is now shown by the 500,000 strong abortion rights demonstration on March 31, 1989. In its next day's issue the New York Times quotes Chief Justice Rehnquist telling justices and judges to "keep your ears to the ground." We are now, of course, getting back to Abraham Lincoln's "Public Opinion Decides Everything."

Going in the opposite direction, the US Attorney General put the Bridges committee on his submerged list, and the Internal Revenue Service told Bridges, ILGWU Vice President J.R. Roberts and East Coast Committeeman Henry Schmidt that the funds raised by their defense committee were tax exempt. Without it we could not have put together the Opening Statement or proved the conspiracy. I cannot tell you how we managed to get it because there may be someone out there who needs protection—a member of his family.

At the conclusion of the examination, the Superior Court Judge said if he had ever been a condemmed and Bridges said he had not. The question was raised in the government, and history had any questions or any objections to Bridges' naturalization.

Although the Court of Appeals affirmed the convictions, it noted, "that at the very time [Government witnesses said Bridges was at a communist party convention in New York], Bridges was in Stockton, California, making a speech at a union meeting." In the Supreme Court the criminal convictions were reversed on the statute of limitations ground.

There was no finding, however, the civil denaturalization proceeding, which was not subject to the statute of limitations and which had been stayed pending the outcome of the criminal case. A motion to dismiss it was denied and went on to hearing in the US District Court for Northern California. After hearing all the evidence, Judge Goodman observed:

"The testimony of the Government witnesses was tinged and colored agreement among employers and had to meet an 'exactising standard.'"

"It did not meet this standard by the kind of witnesses it produced.

"My conclusion is that the Government has failed to prove the allegations of its complaint as to respondent's membership in the Communist Party by clear and convincing evidence."

The Government did not appeal. Thus ended the Bridges cases, not only in the Northern District, but also for Harry Bridges.

FILIES AND THE FBI

Every piece of paper went into our files and was indeed and ended up in a steamer trunk, two suitcases and several card files that we took to each hearing. I forgot how we protected the files against the FBI. Perhaps they read everything we filed. This may be the explanation of why, when the Labor Department had Perkins ask Howard how they had in their files on Bridges, Howard replied in early February that they had. Without Howard's reply, Bridges was served with a deportation warrant within two months.

The next step was to go to the Communist Party and ask for a list of people who had recently entered or who had who had known the government would make explicit. Once a witness took the stand we got the phone and requested documents concerning him. In the case of Major Milner, the first witness, we sent a copy of the transcript in the defense case which he had sworn to. When he was admitting not only perjury in that case but also in the Bridges case. Dean Landis, the hearing examiner, had a field day with him.

By the end of the trial the defense attorney had spent a solid two years on our files. It was expensive, but possible because the legal team was paid in little. In any event, we would have nothing the legal staff rather than the stenographer.

The best material in our files was what had come out of the Knowles files. Without it we could not have put together the Opening Statement or proved the conspiracy. I cannot tell you how we managed to get it because there may be someone out there who needs protection—a member of his family.

Bridges' files, which by that time were voluminously, for information on the witness or the circumstances about which he was testifying. The information thus gathered, plus any new information we got by way of telephone calls, etc., we fed to Hallinan and Macinnis, and they made good use of it in cross-examination of the Government's usual cast of unseemly witnesses.
Over the years, several books have been written about the ILWU. As a service to our members, ILWU Archivist/Librarian Gene Vranas has prepared the following list detailing the author, title, publisher, price, main subject or theme, and local availability of these books. These and other publications by or about the ILWU can also be read at the ILWU Library.


Schwartz, Harvey. The March Over The Waterfront: Seamen, Longshoremen, and Unionism in the 1900s, by Howard Kimeldorf; a thoughtful and provocative comparison of the ILA and the ILWU. Price: $7.50 (at the Library).

The following paperback books are now available from the ILWU Library at substantial savings to members and friends of the ILWU: The Big Strike by Mike Quin: a new edition of the classic account of the 1934 strike. Price: $5.50 (at the Library).

To order by mail, please fill out the following form and return it with your check or money order payable to Red Angel Books to the ILWU Book Fund, 4801 11th St., San Francisco, CA 94109.

Order By Mail

- # Copies of Quin's THE BIG STRIKE @ $7.00 each = $  
- # Copies of Hinckle's THE BIG STRIKE @ $5.00 each = $  
- # Copies of REDS OR RACKETS @ $9.00 each = $  
- # Copies of WORKERS ON THE WATERFRONT @ $10.50 each = $  
- # Copies of REDS OR RACKETS @ $9.00 each = $ 

(Orders outside U.S., add $1.50 per book)

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Send check or money order only payable to "ILWU"—to Gene Vranas, ILWU Library, 1588 Franklin Street, San Francisco, CA 94109. Prices include shipping and handling. All orders must be prepaid. Please allow up to four weeks for delivery.

For Summertime and All the Time

The ILWU History Reading Guide


Magden, Ron. A History of Seattle Waterfront Workers 1884-1984. ILWU Local 19 and the Washington Commission for the Humanities, 1991. An invaluable account of longshore unionization in the Northwest, particularly Seattle and the Puget Sound region. Available by mail from David Vigil, Sr., ILWU Local 19, 3440 East Marginal Way South, Seattle, WA 98134 (checks or money orders only in the amount of $15.00 per copy, payable to the ILWU Local 19 Centennial).


DAVE JENKINS' ORAL HISTORY PUBLISHED

BERKELEY, Ca—David Jenkins, a longtime union leader and fiery labor organizer who founded the California Labor School and ran some 650 American members of the Abraham Lincoln Brigade jumped out of flimsy boxcars, throwing their gear, guns and ammo onto the hot and dusty Spanish soil. He was born near a town whose name they'd never heard, and yet a town they were willing to defend to keep out of the hands of Franco's fascists.

These young Americans joined thousands more from many parts of the world to put their backs on the line—because they hated German Nazism and Italian Fascism, which were using Spain as the second World War. To be with these men in battle, to save the country that elected Spain a republic, changed Bill's life forever and gave meaning to his vow to his son to "leave the world a better world."

In Spain, Bill often wondered, What the hell am I doing here? Then he realized his former education was not enough to understand. He discovered how racism was used to goad workers to fight each other instead of the boss.

A new union covered American waterfronts: the Maritime Workers Union (MWIU). It was an offshoot of the US Communist Party, dedicated to defeat the most union-busting capitalists in capitalist countries sold out to the employers.

Bill was impressed by the hard work of the MWIU organizers who spent their time as pacer and organizer to establish the union's strength. He finished his union book and became a part-time union organizer. He was told about the Soviet Union and how the workers and peasants had taken over to rule their own lives. The Kid from Hoboken was hooked with his eyes.

Six weeks later he joined the Communist Party. He pledged to study and learn and accept the Marxist disciples' discipline without question. He says, "...we were now part of the world-wide struggle of peoples who recognized that capitalism was disintegrating and that the Soviet Union represented a new model for humanity's future."

Bailey fought his war against fascists in Spain. He kept on fighting his war against Fascism, the deadly dangerous runs on merchant ships during World War II.

SWIPING THE SWASTIKA

But what made his name a household word was an event that took place many years earlier in 1935 when the sleek, brand new, high speed German luxury liner Bremen had made its maiden voyage and tied up in New York.

The communists in New York decided to protest against the liner, the straiting around the Brenmen. The people, mostly schoolteachers and professionals, planned to have sea-farers get on board as visitors, and naval destroyers to cut the ship's cable and form a corridor to the bow, grab the swastika flag, and burn it.

Bill and another guy got to the bow of the ship, cut the cable, and tossed it into the river. In the process many were arrested and beaten by the cops. Bailey knew they had to protect the ship, so they kept fighting. His name alone was identified with the battle of the Bremen.

For Bill Bailey, war is not a dirty, absorbing but, for me, something missing. Bill's crusty, raspy, one-half-dog voice has somehow been left out.

There's much more to this auto- biography than the 1936 Pacific coast mass strike, Bill's assignment to recruit members for the Party in Hawaii, and the dangerous war at sea. Bill got his "big ticket" and became a full-fledged marine engineer, fancy officer's uniform and stripes, the works. In later years he was blacklisted—"screened off" of the ships by the Coast guard for his "subversive" ideas.

HORNSWAGGLED

Bailey gave many years of dedicated service to the party while working as a shipfaring man as a longshoreman and clerk on the docks of San Francisco, before he realized he had been swindled.

When the Russians roared their tanks into Budapest, and the Fascists marched in one country being used against socialists in another, Bill Bailey thought, "The whole goddammed world is watching this, you stupid bastards. Is this the end of the world?"

And yet, at the very end of this book, there is still a strong light shining—to keep an eye out for the leader of the people for democratic socialism in a healthy world. Bailey's last words are very like the words of the Pope, "to make this day a human day and do nothing—this is the biggest crime!"

Labor press lauds The Dispatcher

SAN DIEGO—The Western Labor Press Association last month, at its Annual Journalism Awards, honored The Dispatcher for performance in 1992, this time in the category of newspaper of the year.

Judges of the contest were members of the Midwest Labor Press Association. Awards were presented to offices, staff and other contributors, began submission of the editorial.

The Dispatcher was honored with the following:

First Place, Best Column or Editorial: ILWU International President David Arian for "Riot or Revolution?" (May, 1992), a searing commentary on the Rodney King verdict and its tragic aftermath.

First Place, Best Series: ILWU Communications Director and Dispatcher Editor Kathy Wilkes for "Trading Places: The Mexico-Canada-US Free Trade Dance." (August, October, December, 1992; Part III co-written with ILWU Archivist/Librarian Gene Vranes), an examination of the political, economic and social forces behind the North American Free Trade Agreement.

First Place, Best Overall Publication: Edition of The Dispatcher published on three consecutive issues (October, November, December, 1992), which included two parts of the free trade series, our special election issue, Maria Brooks' touching biography of the late Machinist Hallinan, an International Gold Medal Turkey Awards by cartoonist Mike Konopacki, international union news and more.

First Place, Best Feature Story: Maria Brooks, "Vincent Hallinan: Heart of a lion, soul of a poet" (November, 1992), a beautifully crafted biographical of the late, great leader of the ILWU.

First Place, Best In-Depth Analysis: Alice Sunshine, "Anatomy Of The New California: San Francisco's 1992 "Super" Mayor Race," a thorough examination of how six unions, including ILWU Local 6, won a $250 million hospital strike.


Honorable Mention, Best Original Photographic: Richard Berman, "Solidarity In Action," (June, 1992), an artistically-processed picture of Jesse Jackson speaking at a labor rally; an ILWU picket sign in the foreground sets it off.

Many thanks are due the scores of ILWU members who kept The Dispatcher informed, offered critiques, contributed photos, articles and leads, and most of all, shared their stories with us, sometimes at great personal risk. These awards are just as much theirs as anyone's.

Thanks are also in order for the people who contributed to the special issue which helped make The Dispatcher among the best in the west; additional thanks to our correspondents Jeanne Konopacki, international union news, and Mike Konopacki, Drumm of DC Graphic, the crew at DC Type, John "Reckless" Madeo, Lab, H&H Platemakers, and all the people who run the presses at Howard Quinn.
Dave Reed hangs his hook after 60 years

By JACK HEYMAN

After 60 years of slinging loads on the San Francisco/Oakland waterfront, David Reed, plug #1459, has finally hung his hook.

In 1933, when he was working on the docks in 1933. Presumably, he's the last working longshoreman on the Coast to have hit the brick in the 1934 General Strike. For this he was honored with a standing ovation and an award by the American Legion.

"We were hired over by Crowley's Launch near Pier 16, across from the union hall," he recounted. "After he was arrested three times in two days, the judge prohibited him from further picketing.

Reed recalls those days of struggle with a glimmer in his eyes. "Henry Schmidt was the real strike leader. He can everything in the strike and led the men into battle. Bridges was a wonderful speaker, but I never saw him on the picket line.

Profound of his strike record, Reed explained that in the wake of the victorious '34 Strike the union won an increase and equalization in wages, healthier working conditions, and better housing. They inspired other militant strikes and union organizing drives. Large companies like American Can were organized into the ILA Warehouse Union.

Shortly after the strike was over, union membership swelled. "There wasn't enough work for everyone," Reed said, "so we worked on 'Moscow Time' - we shared the work. You worked three days then took off three.

For the next 60 years he worked the front as holdman, dockman, winch driver, gang boss and finally extra boss, gaining a reputation as an avid conversationalist, a crackjack longshoreman and a fair boss. The way he saw it: "I didn't hassle at the men 'cause they knew what to do to keep the hook movin'."

"Eric Hoffer, longshoreman/philosopher, who, according to Reed, "seemed like an ordinary guy with no special words of wisdom," liked to take dock jobs, using a four wheeler hand-truck to separate marks on sack jobs. When ever he saw Dave Reed coming down the dock, he always laughed, muting that this was one gang boss who made a principle out of not bothering.

Another friend of Reed's was Harry "Lunchbox" Lundberg, president of the Sailors' Union of the Pacific, whom he met on the '34 picket line. During World War II Reed was sailing on SPS ships, first as a schooner sailer on the Alaska trade where the crew did longshore work in Alaska ports, and later as old town on a shipshopping merc riel between Australia and New Guinea. It was during those years that he really learned the essential skills of a good gang boss; rigging and splicing.

"I began working on the docks in 1923," Reed remembers, "from the old-timers. They knew what to do to keep the hook movin'."

WEDDING BELLS

Julius Johnson owned a bar in old town Tacoma in the 1890s. The bar was used for some of the hiring of extra waterfront help. Julius was one of the men who all worked as a longshore man. In 1889, the men of the waterfront formed the old town local and Julius was a charter member. He worked as a longshoreman until his death in the late 1920s.

In 1922, a tall, skinny lad named Morris Thorsen, started showing up at Julius Johnson's bar. At that time was working as an extra longshoreman in the new town local. Morris had worked the first ships to sail from the old-town.

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MISSING THE SCUTTLEBUTT

In 1934, the year of the Big Strike, Morris and Mable were leaders. Morris was a picket captain and Mable worked in the soup kitchens that fed the men on the picket line. When the strike was over, conditions got better and wages went to one dollar per hour. Mable remembered the women in the strike and their efforts to help the men. In 1940, with a group of women, Mable became a charter member of the Women's Auxiliary, formed to give continuous support to the union.

95-YEAR TRADITION

Morrie and Mable retired from the active waterfront in February, 1983. Their family has been on the Tacoma waterfront for 95 years. Mable has lived under the banner of the Tacoma union all of her 89 years.

On June 14, 1993, Morris and Mable celebrated 70 years of marriage, and the family 95 years of building and preserving the Tacoma Longshore tradition of ILWU Local 23, Tacoma, join in with their family in saying "Thank you, Mable and Morris, for your contribution to our union.

(Phil Lelli is a local 23 steward and a freelance writer)
San Pedro in the 1940s had what many sports buffs believe to be the best football team ever— the San Pedro Athletic Club. An offshoot of the area Boys' Club team, almost all its players later became members of ILWU longshore Local 13 and clerks Local 63.

Many of the players from the Boys' Club made their mark in September, 1941. Mitchell Vladmir was selected as captain by his coach as a "triples threat back," and Augie Nocetti, the "diminutive centenarian" led to the team in its first game of the season. Other budding stars included Louis and Jimmy Trani, Ed Abney, Don Welker, Doug Adams, Hank Duran, Homer Sims and Corky Telf.

THE NUCLEUS

"Little did we realize at the time that this nucleus was the backbone that would lead us to forge the greatest living record in football," remembered coach Nick Trani in 1945.

By 1942, however, most of the players were no longer "boys," having reached the ripe old age of 19; the Boys Clubs of America wouldn't let them play. The team organized an alumni association under the name "San Pedro Athletic Club" and played their first Men's League game against the Russian Bears—a team that outweighted them 20 pounds per man. San Pedro walked away from the game with a stunning 9-0 win. Twelve, thirteen, fourteen consecutive wins later; "it was almost too much to believe," said Trani, "for this little bunch of ex-Boys' Club kids.

World War II came; all the kids enlisted, Only Doug Adams came back. When they got back, they turned to Coach Trani to get the team started again. They hustled donations and got back into action in 1946. With some new addition to the team, they won a divisional championship, then defeated the Spoolers Athletic Club, a veteran major league champion, in the final game of the season," said Trani. It was their 33rd consecutive victory.

By 1947, many of the players had growing families to support. "Thoughts of giving up the team for family security is tearing their hearts out," Trani said then. "They know that they have to quit sometime, but the glory of their past accomplishment is fused within their souls."

Some didn't show up at the beginning of the '47 season but later "re-appeared for the first big game," Trani said. And just in time. "Every semi-pro team in Southern and Northern California and teams as far south as Texas wanted a crack at our boys.

Trani recalled the team's crowning achievement: the 1947 Angel Bowl against the Texas All-Stars.

"It was a little but ambitious San Pedro Boys' Club football team that had its first game on Christmas Day before a crowd of 10,000 spectatots," Trani reflected. "It was a well played, accomplished performers that met on Wrigley Field seven years later under a crowd of 10,000 fans."

The Angel Bowl ended with an exciting 13-0 victory for San Pedro, culminating four consecutive years of undefeated football.

"Thirty-five straight," said Trani. "It is more than they had hoped. It was a way to bring in the kids. San Pedro walked away from the game with a stunning 9-0 win."

IN MEMORIAM

Labor historian Estolv Ward profiled ILWU leaders

By MARIA BROOKS

Labor journalist Estolv Ward died on March 19. He was 94.

Ward documented the lives of several leaders of the ILWU. Devoting long hours to the Bancroft Library at the University of California, Berkeley, he recorded and edited the oral history of Louis (Stanny) Von Taks, Germaine Bulcke, Henry Schmidt and lawyer, Norman Leonard.

One of the things he was most proud of in his life," says his wife Linda, "was his work as an archivist for the labor movement.

In 1940, Ward published Harry Bridges on Trial, an account of the first deportation trial on Angel Island. Ward had been present at the trial as the executive secretary of the Harry Bridges' Defense Committee. He had met Bridges years before as a reporter covering Bloody Thursday.

1934 STRIKE

The 1934 Strike radicalized Estolv Ward. Up to that time he had been somewhat apolitical, working a general beat for the Oakland Tribune. He was sent to cover the strike for the newspaper, owned by the conservative Joseph R. Knowland. The assignment changed his life.

In an alley on Market Street, Ward witnessed fifty policemen rounding up seamen. "Their ships were anchored in the bay," wrote Ward, "about 200 men were bashed in by the police, all with union hatters. They were dragged into the alley, "they were beaten...whacked as hard as cops could chew back."

Ward hurried back to Oakland to write his eyewitness account. The editor refused to print his story, and soon afterwards he was fired. Not only had he written a sympathetic story about the strikers, but he had earned the wrath of management by joining a strike of the New York Guild. When they were divested, unemployed, he found he was also blacklisted by the City's newspapers, simply because "I was a union guy."

ACTIVIST HISTORIAN

For the next fifteen years, Ward worked as an activist and organizer. He was founding secretary of the Alameda County CIO Council and first president of the San Mateo County CIO Council. From 1942-44, Ward served as an organizer for the Mine, Mill and Smelter Workers' Union.

In 1983, after thirty years of gathering research, Ward published The Gentle Dynamiter, a biography of Tom Mooney, who had written a pamphlet against the First Amendment, published only in Poland. "Five thousand copies sold out quickly," remembers Ward, "still have a supply, and then some."

In 1987, Estolv Ward was the subject of his own oral history at the Bancroft Library. He was a man of many parts," says his wife. In his seventies, Ward continued to learn new skills. He studied photography with Anne Adams. He traveled widely. But documented the history of the labor movement remained his passion, his gift to the future.

Dockers, widows on pension list

SAN FRANCISCO—Following is the June 1993 listing of dockers retired under various ILWU retirement plans.

Local 5, San Francisco: Wil- liam Low.

The widows are:

Local 4, Vancouver: Betty M. Savage (Raymond); Local 8, Portland: Susan Hill (Robert); Carol Nygren (Harry); Local 10, San Francisco: Wilhelmina Heide (Paul); Mary J. McDonald (Hans); Local 23, Tacoma: Letha McDonald (Raymond); Local 34, San Francisco: Alice D. Lava (Robert); Local 46, Seattle: Lillie Spiller (Robert); Local 63, Wilmington: Josephine Glanville (George); Alice J. Ross (Norman); Local 14, Eureka: Naomi Edwards (Frank); Local 19, Seattle: La Vanna Cornish (Edwin); Margaret E. Patrick (Harry); Local 21, Longview: Ellen R. Davis (Vernon); Lorenza Hitchcock (George); Local 35, Port Hueneme: Elvera Vasquez (Robert); Local 47, Seattle: Latha Forbes (James); Local 53, New- port: Marjorie A. Howard (Max); Local 96, Seattle: Joyce Tabor (Harold); Local 92, Portland: Garrison Calen (Donald); Local 93, Seattle: Dorothy Witty (Fred).

* Names in brackets are those of late husbands.
Second in a series profiling ILWU longshore employers

Sea-Land is the largest US-flag ocean shipping company, and a giant among American companies. It is a subsidiary of CSX Corp., which operates the third-largest railroad and the largest inland barge company. CSX has 50,000 employees, and collected over $8 billion in revenues in 1992. CSX is headquartered in Richmond, Virginia; Sea-Land offices are in New Jersey.

Sea-Land operates 87 container ships with 146,000 containers, serving 100 ports in 70 countries. Sea-Land ships handle 19 percent of all West Coast cargo, behind first place APL. Sea-Land accounted for 36 percent of CSX's $14 billion of revenues, followed by chemicals, agricultural products, and wood and paper. By revenues, CSX rail operations are the largest in the U.S.

PROFITS UP 23 PERCENT

Profits for Sea-Land's parent rose 23 percent in 1992 to $470 million, excluding a charge for severing employees. The results left the company's chairman and CEO, John Snow, almost giddy with delight. "1992 was a terrific year for CSX, one in which we reaped rewards from our continuing emphasis on mastering the basics of our transportation business," Snow wrote in the annual report. "CSX is a much stronger company today and we are just beginning to hit our stride. This company broke through to a higher plane in 1992, one that will be tough to beat for the next several years."

Sea-Land, shipping 50,000 containers from 100 ports in 70 countries, has 50,000 employees, and collected over $8 billion in revenues in 1992. Sea-Land, almost every part is expected to be ahead, from the smallest to the largest. We perceive that operating profits can advance by $40 million...the intermodal outlook is bright. "We are extremely optimistic about 1993 prospects for Sea-Land and predict that $151 million of operating earnings can surge to $190 million. We predict Sea-Land will gain new respect in the financial community in 1993."

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CLINTON TO RAISE TAXES ON THE RICH AND CORPORATIONS.

By the Numbers

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Terminal World-Trade

1,493,000 TEUs serviced worldwide

14 preferential berthing rights

O.S.

Long Beach, Calif.

Oakland, Calif.

Sacramento, Wash. (largest West Coast)

Salt Lake, Alaska

Anchorage, Alaska

Charleston, S.C.

Houston, Texas

New Orleans, La.

Jacksonville, Fla.

Port Everglades, Fla.

Norfolk, Va.

New York, N.Y.

Boston, Mass.

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CLINTON TO RAISE TAXES ON THE RICH AND CORPORATIONS.

Executive (subsidiary) 1992 pay stock compensation options total percent executive increase

John Clancy
CEO, Sea-Land $869,639 $318,832 $1,180,000 53%

John Snow
CEO, CSX $2,423,932 $1,462,850 $3,800,000 49%

A.R. Carpenter
CEO, CSXT $1,077,049 $460,562 $1,500,000 46%

Jerry Davis
VP, CSXT $988,403 $318,832 $1,300,000 42%

James Ermer
VP-Finance, CSX $789,044 $247,767 $1,000,000 22%