Summer Heats Up!

BUSTED ON THE BAY

Union pickets chase nonunion tour boat from Port of Oakland

HEROES OF HAWAII
Hotel workers take a stand for family and community

ANGRY AT A. P. L.
Maritime labor unites against reflagging scheme
600 new members join ILWU Canadian Area
Welcome aboard to the 600 new members who have just joined the ILWU Canadian Area! “Most are deckhands and seamen on coastal tugs and ships, like the members of the IBU,” Canadian Area President Gordie Wood explained. “They’ll be under our Longshore Division.”

Now ILWU Local 400, the group was once part of the Canadian Brotherhood of Railway, Transport and General Workers, a national union of 30,000 members. When CBRT affiliated with the Canadian Auto Workers, the group decided to join the ILWU. Discussions between the ILWU and the CBRT ensued, “and we were able to reach an amicable resolution,” Westrand said.

March for health care
The August 20 Mobilization for Health Care Justice, as an event activists won’t want to miss. With the Reverend Jesse Jackson, Ralph Nader and other nationally prominent leaders, over 25,000 people are expected to march across the Golden Gate Bridge to Fort Scott in San Francisco’s Presidio for a rally and concert.

The demonstration will be a call for a health care system that establishes consumer protections, stops the decline in patient care, guards against a medical system that puts profits before healing, and provides health care access to all.

This event is endorsed by the ILWU and many other organizations. Bay Area ILWUs will receive the information about how they can participate. Other interested parties should call Howard Wallace, 415-387-2888.

Fall labor studies
August 29 marks the start of labor studies classes at San Francisco State University. With as many as 4 classes each, they can earn you a Masters or Bachelors degree.

Hours are convenient for most workers: evenings during the week, mornings on Saturday. Subjects include organizing, labor and government, labor economics, affirmative action, and much more.


Caravan to Congress
The folks who brought us the May 6 day of protest against the Contract ON America, are now planning a National Caravan for Justice. Originating in cities all over the country, the caravan is being planned to converge on Washington, D.C. sometime in October.

Organizers at the National People’s Campaign (NPC) say the caravan will be an affirmative journey to build solidarity among African-American, Latino, Indigenous, Asian, Pacific Island, white, seniors and youth, lesbians and gay men, people with disabilities, unionists, environmentalists, the unemployed, welfare recipients—the tens of millions of people who are targeted by the Contract ON America. A united movement can push back the pro-contract, pro-military offensive, and provide the basis for a life of dignity and security for all.

There are lots of things you can do to help. For information, call NPC at (415) 821-6545, San Francisco, or (212) 633-6646, New York.

ILWU hotel workers defend the industry—from itself

“It’s tourism good for Hawaii?” Thousands of ILWU Local 142 hotel workers are part of the answer. Currently in master contract negotiations with several major Hawaii hotels, they’re on the frontlines of defending social policy that affects all of Hawaii’s people.

Questioning the visitor industry’s net value to our state is usually done in broad terms, reacting to the impact on our beaches, roads and sewers, prices, culture, etc. These “costs” are countered by our economic dependence on the industry and the jobs it generates. The fate of those working in the heart of the industry—the hotels—is an essential test of tourism’s worth. Thus, the hotels’ conduct at the bargaining table speaks volumes about how they value both the industry and the people of Hawaii.

Fact: Hundreds of thousands of Hawaii workers and their families have a decent standard of living because the sizable majority of hotel workers here are unionized. Good wages, rights on the job, full medical and dental coverage, sick leave, pensions, and other benefits set by union contract uplift all hotel workers and the general community. Union representation has made work in tourism dignified and desirable.

Now come hotels proposing to take away medical coverage for workers’ children and spouses, along with other contract standards they want to eliminate or reduce.

Now come hotels refusing to honor agreements to “snap back” wages workers sacrificed to help the hotels in troubled times—and the hotels even have the nerve to condemn the union for its flexibility!

Now come hotels saying they want “partners” in recovering from the tourism slump, but proposing to permanently reverse decades of progress for workers. Instead of asking for relief, they’ve opened with knockout punches that would send an entire generation of Hawaii hotel workers to its knees.

Just picture Hawaii if the hotels get their way. They’ll knock down not only workers’ benefits but their dignity. Jobs will become service and the gap between rich and poor will grow. Gone will be the legendary warmth and friendliness visitors have always praised. Neither servile nor defiant, our hospitality is rooted in our dignity as people working in a state where a relatively high degree of unionization sets solid standards for pay, benefits, treatment and job security. Break those union standards, and risk a cheap but sullen labor force. Picture marketing Hawaii with that self-inflicted burden.

FIGHTING FOR ALL
ILWU hotel workers and their families are preparing for whatever it takes to win this fight. They deserve the wholehearted support of all of us who believe from tourism, because they protect worker standards in the industry. Without such standards, the economic argument in favor of tourism, i.e., the critical counterbalance to the impositions the industry makes on our everyday lives, would be severely weakened.

In fact, all working people should back these workers, because the hotel sector is large enough to set Hawaii social policy. If it became “normal” for workers in the largest private job sector to be without family medical coverage, how long before it’s “normal” for everybody else?

Hawaii—the Health State—has a high degree of medical coverage as a direct result of the relatively high degree of unionization; we get medical coverage under union contract and the union-initiated Hawaii Prepaid Health Care Act. In mainland “nonunion towns” the accepted norm is that babies, spouses, and workers themselves are not provided medical insurance. We don’t want that in Hawaii.

For nonunion hotel workers, the ILWU may be their best—and only—protection against eroding wages and benefits. The hotels’ “hit list” of bargaining demands provides a glimpse of what could be instantly implemented without unions: deep cuts in health care, overtime pay, holidays, vacations, meals, and more.

MAKING CARE OF OURSELVES
It’s the ‘90s. Corporate “re-engineering” hits good and bad workers alike, and government is paring “people” programs to the bone. Workers must take control of their own independent organization—a union.

At Local 142, hotel workers have gone a step farther. They’re fighting to save an entire industry from inflicting long-term damage on itself. Other workers, tourism sales and marketing professionals, small businesses circulating visitor dollars, banks, you name it, stand to suffer if the hotels take the industry over the negative edge of the question: “Is tourism good for Hawaii?”

ILWU hotel workers are in a unique position to preserve all that’s good about tourism and to uphold the standard of living in our community. Support them.

ON THE BEACH
ILWU Local 142 members brought their spouses and children to beachfront rally to demonstrate their resolve to keep dependent coverage and other protections in their master hotel contract.
IBU takes the wind out of Hornblower

By LINCOLN SMITH

OAKLAND—If it takes noise to make yourself heard, members of the Inlandboatmen's Union (IBU) and backed up by the Central Labor Council of Alameda County proved the point here earlier this month.

Two picket lines and a lot of noise forced the Port of Oakland Board of Commissioners to back away from a secret deal granting the nonunion Hornblower Ferry Company the port's harbor tours, and to apologize to the labor movement for its error.

MARTINE LABOR PROTESTS

It began when over fifty pickets jammed the ferry dock June 1 to protest the use of the nonunion Hornblower. The picket line was called by the Inlandboatmen's Union (IBU) and backed up by the Central Labor Council of Alameda County.

Members of the maritime unions were joined by representatives from Service Employees International Union, United Food and Commercial Workers, Hotel and Restaurant Union, and other representatives from other unions affiliated with the Central Labor Council.

IBU Regional Director Jay Seccombe said the ferry tours had been contracted by the Port of Oakland to a union ferry company for many years, but that this year the contract wasn't even put out to bid.

TEACHERS, KIDS JOIN IN

As the nonunion Monte Carlo pulled in, pickets poured onto the dock, led by ILWU International President Brian McWilliam, Sailsers Union of Pacific President Gunnar Lundeberg; labor's representative on the Port Commission, Donald Kramer, Whitey Besley, President of the Marine Firemen's Union; and Owen Marron, Secretary-Treasurer of the Central Labor Council of Alameda County. The passengers, mostly Oakland school children who had been earlier, greeted the pickets with clenched fists and shouts of "UNION, UNION, UNION!"

One teacher said, "If you had been here when we left we wouldn't have boarded. We're union." Three classes of school children waiting to board the next cruise voted to forego the outing, and instead were treated to a tour by union members and crew of the USS Potomac, FDR's floating White House, which is berthed next to the ferry dock.

The picketing was maintained by the IBU, and on June 6 the Labor Council joined the union again to take the matter directly to the Port Commission, which was having its regularly scheduled meeting.

"Labor worked long and hard to get the dredging of the Port of Oakland accomplished," Marron said. "It is time they learn that we expect the same courtesy we gave them when they were stuck with their shipping channels filling up with silt."

Seccombe told the Commissioners that Hornblower was manned by untrained and uncommitted workers being paid below prevailing standards. "Our members have years of service on the ferry lines in San Francisco Bay," Seccombe said. "They are experienced professionals."

Seccombe said that the union Red and White Fleet had run the tour in the past and was interested in bidding on the contract again. "Nobody seemed to know how this contract slipped to nonunion Hornblower," said Seccombe.

Port Commission president James Lockhart conceded that the contract had been let to Hornblower without the knowledge of the Commissioners. "We are working closely with labor, and together we have made a lot of progress at the port. We certainly don't want to do anything to upset that relationship," Lockhart said, promising that a review of the bid for the tours would be made.

Later, the Commission announced that it had voted to terminate the Hornblower contract and start negotiations for the run with the IBU-represented Red & White Fleet. The talks yielded a one-year contract. "It's a foot in the door," said Seccombe. "Most important, we stopped a nonunion operator in its tracks, thanks to all the labor leaders who came out and helped us. Because of their efforts, we got a quick resolution."

Lincoln Smith is the editor of East Bay Labor Journal, the official publication of the Alameda County Central Labor Council.

Bay labor protests APL reflagging

Local 10 Stewards Bulletin

OAKLAND—June 29—just six days before the annual "Bloody Thursday" commemoration of the 1934 west coast maritime strike—500 maritime workers descended on the Port of Oakland to protest the arrival of the APL China, American President Lines' first ship to dock in the Bay Area with foreign officers, foreign crew and a foreign flag.

The first of the shipping line's six new container ships built overseas, APL China flies the flag of the Marshall Islands. It is manned by nonunion German officers and nonunion Filipino crew—replacing the American Merchant Marine. Members of the Sailors Union of the Pacific, the Marine Firemen's Union, the Cooks' Union, and the Mates, Mates and Pilots Union are steaming, and rightfully so. For decades, they have sailed APL ships and those of its predecessor, Dollar Lines.

TAX DOLLARS BUST UNIONS

Taxpayers should be angry, too. Since the 1920s, APL has received nearly $2 billion in government subsidies to build and operate its ships. Under the so-called "Maritime Security Act of 1995" APL would receive $2.5 million per ship, with reduced crew. Apparently even this isn't enough to satisfy APL's lust for profits. Given a waiver by our government, APL is going whole hog putting their new ships under foreign flag.

Greed is the driving force. APL already operates like a monopoly; exempt from anti-trust laws, they are allowed to fix and enforce prices. Sixty percent of APL's profits come from high cargo rates in the Pacific Rim trade. APL also receives a preference to carry US military and agricultural cargo and a monopoly in the US trade route to Guam. Six of APL's older, subsidized ships are being sold to Matson. By using "flags of convenience" or "runaway flag" shipowners have been able to evade taxes, unions and safety regulations—all in a quest for greater profits. Welcome to the world of GATT and NAFTA where reflagging, port privatization and global shipowner alliances are rapidly reshaping "free trade"—free of unions, that is.

In Mexico, where the ports are being privatized, APL in partnership with TMM, the Mexican national shipping company, is bidding on terminal operations in Manzanillo and Veracruz. Four years ago in Veracruz where the first port privatization occurred, the Mexican army took over the union hall, arrested union leaders and busted the union. Now, longshoremen who used to make $8 an hour make $3 an hour under NAFTA-style port privatization—and the shippers are salivating.
Longshore unions face difficult negotiations and possible job actions

By DAVID BACON

When ILWU delegations met with Mexican longshore unions a few years ago, privatization of Mexican ports loomed ominously on the horizon. Today, its in full swing. Job conditions, wages and labor relations are changing drastically for the country's longshoremen, and they are seriously considering job actions to protect themselves.

Alfredo Navarette, general secretary for the ILWU's union in Lazaro Cardenas, the largest Mexican port on the Pacific, told The Dispatcher, "This is going to be very difficult. The employers have their plan, and we do too."

Port privatization is part of a package of economic reforms implemented by the Mexican government over the past decade. The intent of the reforms, which included the North American Free Trade Agreement (NAFTA), is to break up nationalized enterprises, make foreign investment easier, cut back social services, and allow prices and profits to rise while the lid on wages.

BAILING OUT THE BANKERS

In January, the Mexican economy went into freefall, as US speculators—panicked by the country's stagnating economy and political crisis—started selling Mexican investments. President Clinton found $25 billion to bail out the bankers. In return, Mexican President Ernesto Zedillo announced that privatization, especially of the ports, would be pushed further in order to raise much needed foreign capital. The government hopes to eventually get $200 million from selling port concessions, to be applied to the foreign debt of $150 billion. Foreign companies are expected to capture over 70 percent of the concessions. There is no financing available for Mexican businesses to make bids.

The government opened bidding in mid-April. By June, 37 companies had bid on concessions in four major ports—Lazaro Cardenas and Manzanillo on the Pacific, and Veracruz and Altamira on the Atlantic, which altogether account for 90 percent of all containers moved. US companies involved include SeaLand, CSX and American Stevedore, Nacosta, and APL in Veracruz and Manzanillo.

Through the spring Mexican longshore unions negotiated with the government over the effects of privatization. The Federation of Stevedores, which is affiliated with the CROM labor federation, represents workers in all Pacific coast ports and Progresso in the Yucatan. The workers in Altamira are organized into a cooperative, according to Navarette. In Veracruz, the government disbanded the old longshore union and occupied the port in 1991. Since then, the unions have been organized, which correspond to different companies holding concessions in the port. "If a company is taken over, the CMT union federation, which has close relations with the government," he says.

STARTING OVER

On June first, President Zedillo came to Manzanillo, and signed an agreement with all the longshore unions, which anticipated that by August, Stevedores of Manzanillo, the port's main employeers, would go out of existence. Longshoremen will then be employed by each company holding concessions, or individual port authorities. The old contract between the Stevedores and Service Por- tuarios would normally be renegotiated next January, but new contracts will have to be negotiated to take its place.

Zedillo agreed on a severance pack- age of $2,000 for each employee, in addition to eight days of paid vacation and in one of whose ports the former workers are temporary employees.

The Federation of Stevedores has held meetings to try to hammer out minimum conditions that the local unions will try to win with all employers. There will be no master contract, however. Each company in each port will have to negotiate a separate agreement with each employer.

The Lazaro Cardenas local is renegotiating its contract with Sersinsa, a concession set up by the owners of the Sicartsa steel mill, the main industry of the city to the interior is only two lanes, and rail tunnels can't accommodate double-

Longshoremen at the Port of Lazaro Cardenas are in the midst of bargaining their contract with Sersinsa, a concession that operates bulk cargo and the multipurpose terminal. The pact will set a pattern for Pacific ports.

Antonio Alfonso Moreno Equipment Operators Union of Veracruz

In Veracruz, employers are demanding the creation of even more unions. Antonio Alfonso Moreno, head of the Syndicato de Trabajadores Manio- bristas de Veracruz (the Union of Equipment Operators of Veracruz) told The Dispatcher, "If a new foreign company operates a container terminal in Veracruz, it shouldn't create a new union. We want to let the public know that we won't permit new companies to form their own unions.

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continue to hold jurisdiction. Current longshoremen will be hired by the company that takes over a port, but they will be hired as new workers. New operations will not necessarily be covered.

Cecilio Lepe Bautista, general secre- tary of the Federation of Stevedores, was visited by an ILWU delegation and attended the International convention last year. "We are not against privatiza- tion itself," he told The Dispatcher. "We recognize the rights of private com- panies, but we demand that they respect our rights and standard of living."

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This is going to be very difficult. The employers have their plan—and we do to.'

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Longshoremen's Union of Lazaro Cardenas

In some cases, companies have already indicated that they want a sep- arate union set up for their own oper- ations, as now exists in Veracruz. "We will fight them as hard as we can on that," Navarette vowed.

COMPANY UNIONS?

In early July the small port of Pro- gresso on the coast of the Gulf was privatized. Two new unions were cre- ated, one for each of the private com- panies that got concessions for port operations. Lepe says he expects four or five new unions for the new concessions in Manzanillo, including the joint venture in the container terminal between APL and TMM. The privatized opera- tions may not absorb all current union members, in which case workers over 60 may have to take early retirement.

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A ‘Chile’ Reception to Expansion of NAFTA
Workers in South American Country Call for Worker Rights in Trade

By FRED J. SOLOWEY

Chilean Longshoremen like Roberto Carcamo—already suffering under the extreme free market system operating in their country—know that the proposed addition of Chile to the North American Free Trade Agreement (NAFTA) would mean only more suffering for them.

"The large transnationals want the treaty but the cost to us will be great," said the 14-year longshoreman. "Once we were strong and had good laws to protect us, but they want to come here now because we're weak."

Indeed, before the 1973 military coup backed by the Nixon Administration and major U.S. corporations that overthrew the democratically-elected pro-worker government of Salvador Allende, things were different.

More than one-third of Chilean workers were unionized (more than twice the current percentage), and the country had model labor laws along with impressive Social Security, national health care, and public education systems—all won through decades of union struggle.

But after the coup, which was engineered with heavy CIA involvement, the Pinocet dictatorship brought down a reign of terror on Chilean unions. Thousands of trade union members and leaders were fired, jailed, tortured and killed. Among the unions heavily hit: the longshoremen.

THE CHICAGO BOYS

With no democratic opposition free to oppose it (though people kept trying), the military government turned Chile into one of the least regulated economies in the world and a paradise for big business.

U.S. and other foreign capital poured into the country as "The Chicago Boys"—right-wing economists trained at the University of Chicago—implemented their extreme version of Reaganomics.

Hundreds of state-owned enterprises were sold to domestic and foreign investors at bargain-basement prices. Even Social Security, the health care system, and public education were privatized.

The resulting "Chilean economic miracle" is regularly celebrated in U.S. business publications and other media. But Chilean workers have nothing to celebrate.

Despite 11 consecutive years of sustained economic growth, a booming stock market, sharply reduced inflation, and even low unemployment, a whopping 45 percent of employed Chileans earn poverty-level wages. Workers have to pay the entire cost of their retirement and health care, and over 39 percent of workers now have no retirement coverage at all.

More than 21 percent of workers (over one million) are the "informal" labor market, working as street vendors, casual laborers, and doing home work.

LONGSHORE HARD HIT

The privatization frenzy and the economic hardship have hit hard among longshoremen and other port workers.

"Before the coup you could feed your family with one or two shifts per week," explained Carlos Garrido, president of the port workers federation. "Now there are 40 separate, weak unions.

That's a result of Chile's labor laws, issued in the 1979 Labor Code in response to the boycott of Chile by the ILWU and many other unions, they give the appearance that labor rights had been restored.

BARGAINING BANNED

Under the code, trade union organization beyond the local level was banned, as was bargaining over anything but wages (though that has since changed). Exclusive bargaining agreements were outlawed—and multiple, competing unions in the same work place (bargaining separate agreements that the right-wing can block reforms that threaten corporate interests. And the reigning coalition of parties in government—who have received strong support from workers—have continued many of the dictatorship's economic policies they once sharply criticized.

Since the return to the electoral system, the share of national income going to wages has continued to go down. Union membership even dipped by 10,000 in 1983.

SPEED-UP, DOWNSIZE

Employers in Chile are free to use subcontracting, privatization, temporary workers, speed-up, and "downsizing," while funding technological change through paying low wages. Such is the case in the ports. Crews of three longshoremen now do the work of four, and there are five different work status categories (leaving many as permanent employees).

And the threat remains that the ports themselves could be sold. As it is, privately owned storage facilities away from the ports are increasingly replacing in-port storage.

Chilean labor leaders, who have seen what previous corporate free trade schemes have done to workers, are extremely skeptical of NAFTA. Unlike most Mexican unions—which obediently supported their country's entry into NAFTA—many Chilean unions are determined to defeat any treaty that lacks strong labor-rights protections.

"Our reading of NAFTA is that it is a system imposed by transnational corporations to create a trading block in the entire hemisphere controlled by the U.S. " Garrido argued. "It will be bad for workers in all countries that participate."

Workers like Rojas see international solidarity as the key to meeting the challenge of the multinationals and NAFTA.

"I remember very well the boycott of Chilean ships, the solidarity, and the aid from the U.S. longshoremen for Chile after the coup," he said. "Now we need international solidarity with each other. We have to solve our common problems by uniting across borders."

Fred J. Solowey is a veteran labor journalist, who recently returned from his fourth trip to Chile. He is a member of the National Writers Union, United Auto Workers Local 1981.
JACKSON: ‘No retraction on affirmative action’

The Reverend gears up to take on California initiative

BY CLARENCE THOMAS

SAN FRANCISCO—The Reverend Jesse Jackson was back in the Bay Area last month, beating the drum for the Rainbow Coalition and launching another salvo at the anti-affirmative action initiative gaining momentum in California. In a June 20 meeting with Bay Area activists at the ILWU ship chocks, Jackson declared in no uncertain terms, “No retraction on affirmative action.”

Jackson, ILWU International Vice President Richard Austin recalled his first meeting with the Reverend, in 1967.

“Fairness in employment, access to the system, the plight of the homeless and downtrodden, children living in poverty, racism, sexism, discrimination—they were his concerns back in 1967; and they are just as important to him today,” Austin said. “He has been there for the long haul and, in so doing, he encourages all of us to keep fighting the good fight, no matter the obstacles, no matter the odds.”

CHOOSE HOPE

Jackson readily admits that he’s up against formidable forces. Politicians, he said, have exploited hard times and fears by inflaming racist fears. “We must choose hope and healing,” he said—and that requires work. ‘Slave masters never retire, the slave master. Pimps never retire, prostitution seeks dignity and fight back. Drug dealers don’t retire, the drug users must fight back and stop taking drugs.”

President Clinton, who recently called for a “review” of affirmative action programs, should instead “be a leader on the playing field and not a referee,” Jackson said. He urged the President to follow the example of President Lyndon Johnson in the 1960s. “He was committed to ending racial division.”

Jackson also urged people of all colors, to vigorously oppose “race-face politics.” He chastised Republicans for “putting a black face” on affirmative action and welfare, and “using the diversion of gangsta rap lyrics” rather than condemn the militia movement for its role in the Oklahoma City bombing.

SUGAR TAKES LUMPS

As for the Sugar Program, all farm subsidies are probably going to take a hit. Horn said, he admitted that when legislators discuss the program they’re usually talking about Florida, and that Hawaii hadn’t even occurred to him.

The delegation presented Horn with a copy of ILWU Local 142 President Eusebio Lapenia’s, Jr.’s compelling testimony before the House Agriculture Committee; it addresses the devastating effects that elimination of the Sugar Program would have on the people of Hawaii, Horn assured the group that he would read it.

The SCDC delegation—Local 13 President Ramon Person, Local 34 President Jamal, Local 13 members Kevin Schroeder and Donald Mathews, and Local 63 member Deborah Crews—raised their concerns about anti-labor legislation working its way through Congress.

Horn said he didn’t know anything about the Republican-backed “Team Act” that would allow employers to set up company unions to keep real unions out. He promised to get a copy and talk to the author to find out what he had in mind when he introduced the bill.

PERMANENT SCABS

He would not, however, commit either way on the Cesar Chavez Work Place Fairness Bill, which would prevent employers from permanently replacing workers during legal strikes. Although labor law currently forbids employers from firing striking workers, a court interpretation permits employers to “replace” strikers with permanent scabs.

Presssed about recent legislative assaults on working people, such as the “Team Act” and the proposed elimination of the 40-hour workweek, Horn said, “Just because some nut introduces a bill, that does not constitute an attack!” There are nuts on both sides of the aisle, he said, and people introduce a lot of legislation that goes nowhere. He believes these two bills will have the same fate.

Deborah Crews is a member of marine clerks Local 63, Wilmington, and the Southern California District Council.

Death warrant signed for Mumia Abu-Jamal

Thousands of activists across the nation are protesting Pennsylvania Governor Tom Ridge’s signing of a death warrant for former Black Panther Mumia Abu-Jamal. As reported in the February issue of The Dispatcher, Jamal remains on death row following his conviction for murdering a police officer. Over the circumstances of the case, and a great deal of evidence was in the trial, have convinced many people that Jamal was framed.

JUDGE SIGNED THE DEATH Warrant shortly after the publication of Jamal’s new book, Live From Death Row, which has received wide critical acclaim; excerpts were recently published in the prestigious monthly magazine, The Progressive. The book is a collection of Jamal’s writings about the horrors of racism, injustice and prison life.

Defense attorneys are desperately working for a stay of execution. If they are not successful, Jamal will be put to death at 10 p.m., August 17.

PROTEST IN OAKLAND

The ILWU joins literally thousands of prominent individuals and organizations in supporting commutation of Jamal’s sentence, and has written letters to Governor Ridge.

At the June 5 rally for Jamal in Oakland, ILWU International President Brian McWilliams said, “The actions of the Philadelphia police, the denial of Jamal’s request for personal counsel, unfair jury selection procedures, the prosecution’s failure to call witnesses and many other factors are too disturbing to be ignored when the life of a human being is at stake.”

The Partisan Defense Committee has called for another Oakland demonstration at 4:30 p.m., Thursday, August 3 at 14th and Broadway. Protesters will march to the Federal Building at 14th and Clay and then to a rally at HEINE Local 2850 at 548 20th Street. Union members are requested to bring their union banners and placards and wear union hats and jackets.

Letters, postcards and telegrams may be sent to: Honorable Thomas J. Ridge, Governor, State of Pennsylvania, Main Capital Building, Room 225, Harrisburg, PA 17120. For other ways to help, contact the Partisan Defense at (510) 839-0852.
RUGMARK label helps stop child labor

Every day hundreds of thousands of children as young as seven years old, toil in slavery to make beautiful hand-crafted Oriental rugs for import to the US. They have been taken from their families, as young as seven years old, to work figuring out ways to make you work longer for even less. A swarm of Big Business lobbyists are crawling the halls of Congress gathering support for the following anti-worker, anti-labor "package" of legislation:

HUGE U.S. MARKET

The US is the world's second largest market for handmade Oriental carpets. In 1993, the US Department of Commerce reported imports of $172 million from India alone. The Coalition is pushing for passage of the "Child Labor Determination Act," which would prohibit imports made in whole or in part by children under 18.

Bonded child labor is prevalent in the carpet industry. In South Asia, a coalition of non-governmental organizations has asked US and European consumers to help them eliminate exploitation of children in the carpet industry. A similar campaign is underway in U.S. The Rugmark Campaign is expected to expand to other industries.

CONGRESS HAS A "PACKAGE" FOR YOU...

While you went to work today to make a living, the most anti-labor Congress in more than 50 years was hard at work figuring out ways to make you work longer for even less. A swarm of Big Business lobbyists are canceling the halls of Congress gathering support for the following anti-worker, anti-labor "package" of legislation:

Global labor rights sought

The International Confederation of Free Trade Unions (ICFT) is calling for new, global labor rights to protect workers against the machinations of free trade and multinational corporations. CROSS ASEX

According to ICFT General Secretary Bill Jordan, abuse of worker rights has mushroomed along with the globalization of trade. The ICFT's 1995 Survey of Violations of Trade Union Rights reports job losses, disappearances, and harassment of union advocates, and other abuses of workers. Last year, 528 trade unionists in 17 nations were assassinated, the report said, citing "gross abuse of employees" in many "free trade zones," including Costa Rica, Guatemala, Honduras, and Mexico. China leads a virulent anti-union push of developing nations in Asia. Many countries, including Egypt, Sudan and Pakistan, prohibit or limit strikes and collective bargaining. And workers in 16 African nations will likely see increased problems for labor when their governments finalize proposed free trade deals.

The industrial west has nothing to crow about either. The British government is the most "obsessively anti-union" and, in the US, employers fire one out of ten workers for trying to join a union.

ILWU backs trade with Vietnam, Cuba

The ILWU International has an international focus indeed. When a move among ultra-conservatives in Congress threatened plans to normalize relations with the government of Vietnam, ILWU International President Brian McWilliams fired off a letter to President Clinton:

ILWU POLICY

"We support the efforts of your administration to normalize relations with the government of Vietnam...and (perhaps because of) progress toward that end, right-wing forces are threatening to turn back the clock and turn up the heat. We are urging you to travel the path toward peace and mutual prosperity. Detours to the right will get us neither.

"For your information, the ILWU has long had a policy on Vietnam. As early as 1959, we opposed US intervention there and then carried that opposition into the war years. After the war, delegates at our 1970 International Convention adopted a resolution condemning the US embargo...President Clinton, like you, thousands of ILWU members actively protested the Vietnam war; they marched in the streets, they took action on the job. If the war was unjust then—and we know it was—continuance of the antagonistic policies that grew from it is just as wrong."

U.S. TO CUBA TO RENO

US Attorney General Janet Reno also got a letter from McWilliams when federal agents June 23 stopped a friendship caravan from the States to Cuba: "The ILWU protests in the strongest possible terms the US Treasury Department's attempts to stop the US-Cuba Caravan from delivering 150 tons of badly-needed medicine and other humanitarian aid to churches in Cuba. Treasury agents had intimidated, harassed and threatened Caravan participants whose only 'crime' is a desire to alleviate suffering caused by a morally, intellectually and politically bankrupt international policy.

NOBLE MISSION

"In 1993, the ILWU International Executive Board unanimously adopted a Statement of Policy asking President Clinton to initiate dialogue with President Castro, with the objective of lifting the embargo and normalizing relations between our respective countries. We viewed that call, and we demand a complete and immediate cessation of punitive actions against the US-Cuba Caravan so that it can pursue its noble mission in peace."
This month we return to the days when the ILWU’s small Oakland terminal and San Francisco waterfront groups first joined to create the powerful union that became Local 6. Ray Duarte recalls the desire for organization at his Oakland plant after the 1934 maritime strike. His description of how enthusiastically he and his brother, Charles (“Chili”) Duarte—later a prominent Local 6 organizer and president—jumped into union activity in 1935 also suggests the vitality of the local’s new membership.

While Ray Duarte and his brother were learning to be effective organizers, another veteran of the 1930s who, like Paul Heide, served Local 6 long and well as an officer, saw the early organizing up from the waterfront wins representation for thousands in wake of '34 strike

Warehouse Local 6

1934 - 1937

in. He whispers, “Come here, I wanna show you guys something. That guy was out there, that business agent, Ray Heide, and he gave me these applications; you guys gonna sign?” We says, “Well, what the hell, Western States is gonna sign; we might as well all sign together. If they get ‘em all together, they’ll present it all at one time and we ain’t gettin’ nothing to worry about. Let’s sign the damn thing!”

After we got organized Chili and I were quite active. The various parts of the local were coming together. The East Bay set-up was Bob Moore, the Heide brothers, and Vincent Sharkey; they were mostly the organizers. Chili and I were real interested in everything that was going on. We went to every kind of meeting they called. If it was just a little get-together meeting, we went. If it was a meeting of the whole group, we went to learn. We participated because we hadn’t been initiated yet. But after we got initiated we found out, “Hey, now we can join in on the run for office.” Chili made the executive board and I made the investigating and the grievance committee the first year we were in.

PAUL HEIDE

‘The police wanted me out there so they could work me over!’

The first time I was charged with anything serious was during the 1935 lockout at Santa Cruz Packing Co. in Oakland. We’d just organized the place. Bob Moore and I were arrested and charged with throwing a switch with intent to derail a train. We were acquitted by a jury in Superior Court. The Women’s Auxiliary was organized during that period—at least a small part of it in the East Bay—and they put out leaflets to get people to attend the trials.

During the L.A. Spring Co. strike for recognition in 1936, I got a telephone call to come out right away. I drove out and parked directly across the street from the Oakland plant. It had to be a frame-up. The police wanted me out there so they could work me over. Those were the days when they had anti-picketing ordinances. They didn’t want a frame-up with it later. Captain Brown was in charge of the Oakland Police Department’s Eastern Office Division. He hated labor organizers. Anyway, there were two guys in front of the L.A. Spring plant. One of them walked over when I parked. He said, “You can’t park here.” I said, “Why not?” He said, “Because Captain Brown says so.” I said, “Well, screw Captain Brown!” He took out his club and almost broke my arm, he hit it so hard. “Get out of the car,” he said. I stepped out and he hit me in the back. He knew I was trying to get me to do something so I could be charged. He said, “What are you coming out here for? Start trouble for me?” He took his club and punched me in the rib cage. I trained as a boxer and I hit him by automatic reflex before I realized it; I punched his teeth out and cut a hole right through his lower lip. Then the other cop stepped behind me and hit me over the head, and split my scalp open. I was bleeding all over.

They took me to Highland Hospital and put me in one of those barred rooms. They charged me with resisting arrest and battery. I had a trial in Municipal Court and the jury found me guilty of battery but not guilty of resisting arrest. If you can make those two things fit together—I’ve never been able to understand how they figured that out. I don’t think the judge believed this cop; he sentenced me to 90 days, suspended. So, it really didn’t amount to anything, and we won the beef, got the contract, and were satisfied.

JOE LYNCH

‘Organization was just a matter of time after the ‘34 strike.’

During the 1934 strike I was very sympathetic. See, I knew all these San Francisco longshoremen. They were Irish and Swedes; we were their buddies. I was playing soccer for the Vikings then, and we had five longshoremen on strike. My dad and I talked about the strike; he was a trade unionist. And the longshoremen in our Mission District neighborhood swore by Harry; they were church-going Catholics, but they didn’t have this Red shit.

Ralph Dawson came up to our joint, Lipton’s Tea Co., and organized us. It was Christmas week, 1936; we signed up right after New Year’s, 1937. We said, “What took you so long?” We hadn’t the faintest idea what the union was doing; but we knew organization was just a matter of time after the ‘34 strike was over and they started moving uptown.

See, the organization took part on a very planned, systematic approach. You had commercial warehouses strung along the waterfront from the Hyde Street pier over to Islais Creek; then you had cold storage warehouses; behind those you had mills, feed, flour, and grain; behind those you had grocery—big grocery, with 1000 people—and that’s the way they organized. Gee, it was terrific. Then came hardware, paper, oil, coal, the lumber industry, and then coffee, tea, and spices in ‘37. Liquor and wine came in ‘38. Then it was a mopping up operation after that. By World War II, the union had under contract, either wholly or partially organized, 46 different industries in warehouse, distribution, production, and processing.

Management was very nervous after the ‘34 longshore strike. Before the organizers came—before Dawson—our Western Division manager called a meeting. He said he liked there were going to be union organizers around. “If you guys decide to join a union, it’s all right with us,” he said, “but we’d like an opportunity to pick a union for you.” We said, “No, we want that one on the waterfront!”

Then seven other guys spoke up and said, “We want one too.” The manager asked, “You all along with what Joe says?” They said, “Yes.” He said, “Well, right boys, if that’s the way you want it, that’s fine with us. When the back-up comes, come up to me too.” I was on the negotiating committee; we signed an agreement in April 1937. Soon I was elected steward for ILA Local 38-44. At Lipton’s 15 men had joined ILA 38-44 in January 1937; there were also 20 women who were not organized until August or September. After we signed our April agreement they came to me and said they were anxious to get into a union too, so I organized them. These were some of the first women to come into our union.

The ILWU Oral History Project was launched by the union and the University of California in the 1980s. Danny Beagle, then-editor of The Dispatcher, and UC Professor David Wellman were the project’s co-directors; Harvey Schwartz, who conducted the interviews excerpted here, was coordinator.
When retired Hawaii Regional Director Bob McElrath died in April at age 78, ILWU International President Emeritus Jim Herman remembered his dear friend of over 40 years.

"Bo was truly a great leader of the ILWU organizer in Hawaii labor movement," said Herman. "He demonstrated courage, tenacity and wisdom every day—everday—from organizing with Jack Hall and others in those critical formative years of the Hawaii movement to the Islands, right up until his retirement in 1974."

Born McElrath was born in Spokane, Washington, May 27, 1916, the son of a railroad conductor. He finished high school in Seattle in 1934, during the 1934 West Coast Maritime Strike, the conflict he started, the conflict he lived, he said, "what the system was doing to people" when his classmate's father was shot on a picket line by a company gun.

In 1936, he went to sea; the next six years acquainted him with many US foreign ports and with the union movement which was sweeping back from the Great Depression, suffered after World War II.

H I L D M A S S A C R E

Longshoremen, crewmen and metal tradesmen were on strike against the shipping lines that served Inter-Island Steam Navigation Co. when McElrath first saw Hawaii July 4, 1938. He described it as a war. He had come to Hawaii as seaman himself just four years earlier, was helping the strike and working on the Voice of Labor, a weekly published mostly by volunteers. McElrath offered to help.

On August 1, police gassed, shot and bayoneted pickets in the "Hilo Massacre," and even the next week, with small contract gains, but Hall called it a 'turning point" in local labor relations. McElrath shipped out at that time, he helped organize the Independent Marine Engineers and Drydock Union and the Advertiser. The unions' movement which was surging back in the 1950s was the union's voice and publisher, McElrath was a target.

The notorious House Un-American Activities Committee (HUAC), whose hidden mission was to smear and ruin progressives, came to Hawaii in 1950. McElrath and 26 other ILWU leaders were among the "Relevant 39" who refused to cooperate; they denounced the hearings as an effort to split the union and discredit its most militant and effective organizers.

EMBARRASSED FBI

A year later, Jack Hall and six others were indicted under the Smith Act for allegedly "conspiring to teach and advocate the overthrow of the government." McElrath warned on the radio that the real purpose of the indictment was to destroy the ILWU. He also had a sur-prise for the FBI, which was interrogating ILWU members at the time.

McElrath and ILWU Education project director Dave Thompson planted a hidden microphone before FBI agents met with Thompson at his home. Thompson indicated that Hall could get off if he agreed to split the Hawaii union from the mainland and away from its progressive leadership.

As if they really believed the defendants were a menace to society, the FBI agents laughed and said, "They would make poor communists in the lowest cell in California, but they are the leaders...here and so we're stuck with them." The conversation was taped on a huge recorder McElrath was tending in the basement. Several weeks later he broadcast it to the world.

FATHER OF NEWS COUNCIL

McElrath was especially proud of his efforts on behalf of the workers who produce and distribute Hawaii's two daily newspapers. In 1963 he led seven unions (including the ILWU which represented circulation workers) into first joint bargaining with the Star Bulletin and the Advertiser. The unions simultaneous strike shut down the papers and their commercial printing subsidiaries for 47 days; McElrath was later known as "the father of the Newspaper Union Council."

In 1969, McElrath was named Hawaii Regional Director, replacing Jack Hall who had been elected ILWU International Vice-President. McElrath was the union's chief spokesman for longshore in the difficult years when mechanization cut work opportunity.

He also lent his expertise to sugar negotiations and legislation in crisis years of liquidations and unstable prices. He represented labor on State advisory boards on taxation, government operations and tourism.

At his retirement party in 1978, Bob McElrath reflected on his 40-years as an able and resourceful class-conscious organizer and respondent for the labor movement. His most important accomplishment, he said, was the achievement of "human dignity to those who work in sugar, pineapple and on the docks."

Upon his death, the ILWU Interna-tional Officers congratulated $1,000 in McElrath's memory to the Hawaii Labor Heritage Council. "We can't think of anything better fitting to the man who has given us so much," they said. He was a stalwart advocate, a valued advisor, and a leader of great integrity and spirit. We are all the beneficiaries of his vision and courage, and we owe him a debt that can never be repaid."


Seattle pensioners say thanks to Gerberding

By LILA L. SMITH

SEATTLE—University of Washing-ton president William Gerberding addressed an audience of two hundred and fifty annual Senior Citizens banquet. The retiring president was honored with two poems, an ILWU placemat book creation, his centennial celebration, an honorary Lookout book, and the guest book signed by 847 people, among whom were Ed and Nikki Flynn, ILWU International Vice-President Rich Aus-tin and Coast Committeeemen Ole Olsen and Glen Ramiskey.

Emphasis for the afternoon was on the Harry Bridges Endowed Chair at the University of Washington. Dick Moek emceed and Committee-man Glen Ramiskey read a letter from ILWU President Brian McWilliams.

Other speakers included John Edsall, the Chair's brainchild; original holder of the Chair, Professor David Topping, and the current- holder of the Chair, and retiree Martin Jugham, another invaluable voice on the board.

President Gerberding was thanked for the work his administration had done to put the only endowed Chair in the United States named for a labor leader. By doings things, he made a point to impact on students' view of labor by changing the curriculum to which they are exposed. In his speech, he said "Labor has always been a progressive force in American society and I would hope that the fact that I was to be able to establish the Endowed Chair by rank it as a very significant contribution for the "crowning achievement of American democracy."

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Narbone High School senior Brad W. Fitzgerald receives an ILWU Memorial Scholarship during ceremonies at his school. He is one of 16 Los Angeles Harbor area graduating seniors from eight local schools to win $500 scholarships from proceeds of the recent ILWU Propeller Club Scholarship Benefit.

Local 46, Del Monte bestow scholarships

PORT HUENEHEM, Ca.—Del Monte Fresh Produce Company, in conjunction with ILWU Local 46, has established a scholarship program to benefit longshore dependent children.

Del Monte Scholarship contributions are based on continued longshore safety awareness to reduce injury. Recipients must be full-time students attending accredited colleges or universities and working towards a degree. Depending on funds available, and participating students, as much as $600 per year is awarded each participant.

The Del Monte graduate student while participating in this program is Larry Carlson Jr., with a degree from Cal Lutheran University in 1991. Larry was followed by Elizabeth Herrera, graduate of the University of California at Santa Barbara in 1993. June 1995 will mark the third generation to benefit from this program. He is Joel Herrera whose Local 8 kid in scholastic pageant

SCAPPOOSE, Or.—Heather Jones, the daughter of Teresa Merlo of Local 4, Portland, and granddaughter of Walter Butler, Local 92, Portland, will receive his degree from the University of California at Davis.

Others working toward their degree and receiving scholarships are: Florenciana Ramirez, San Francisco State; Eric Bryant, Santa Clara University; Danelama Ramirez, San Diego State; Jeremy Davis and Leslie Gonzales, Ventura Community College. Of special note is Nicole Hinostro attending the University of Notre Dame, where as a freshman, she has earned a letter on the women’s soccer team, which is ranked Number 2 nationally.

Three winners for Local 4 SSA scholarships

VANCOUVER, Wa.—The winners of the 1995-1996 ILWU longshore Local 4, Stevedore Services of America scholarships are Tyler Claubagh, Angela Crecer and Kevin Warner.

The scholarships are $500. All winners are children of Local 4 members.

NLWU, Propeller Club scholarships awarded

Narbone High School senior Brad W. Fitzgerald receives an ILWU Memorial Scholarship during ceremonies at his school. He is one of 16 Los Angeles Harbor area graduating seniors from eight local schools to win $500 scholarships from proceeds of the recent ILWU Propeller Club Scholarship Benefit.

Presenting the scholarship is Joe Jones volunteers a lot of her spare time to charitable and educational causes. She has met with several Oregon state politicians, including Governor John Kitzhaber. "Feed the Children," taking the name of causes. She has met with several Oregon state politicians, including Governor John Kitzhaber.

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LETTERS

Balanced budget

Now that the cornerstone of their “Contract on America,” the Balanced Budget Amendment, has gone down the tubes, I wonder if Newt and Bob will sleep well.

There are three striking contradictions in the proponents’ this legislative nightmare’s argument:

(1) The Balanced Budget Amendment has nothing to do with balancing the budget. All it says is that, instead of a simple majority, two-thirds of the members of Congress (far less than half) will control the budget. Any politician will tell you that “the budget, not the president, controls the government.” As a matter of fact, one would have to be pretty long in the tooth to remember the last balanced budget passed by Congress.

And if an unbalanced budget were offered, where do you think Congress would proceed to make up the difference? By raising corporate taxes? By cutting the military budget? At Contraire! It would most certainly be done by going after the social programs that has taken the working class and the poor six decades to accomplish.

(2) I would like to see what corporate boardsholders they pooled to come up with the 80 percent of America’s working people who claim they are clamoring for their Bal-anced Budget Amendment. No one has ever polled me or anyone I know.

(3) These same creeps (Bob Dole, Phil Gramm, Orrin Hatch, et al) who advocate the Balanced Budget Amendment, are the same ones who voted for every budget-busting proposal by Reagan and Bush that quadrupled our national debt in the 1980s, practically put our country in receivership, and effectively made the demisegogue’s delight sound plausible. Without the 1981 tax cut for the rich and vastly increased military spending, (Reaganomics) there wouldn’t be a prayer of anyone discussing the matter of a balanced budget today.

We, the employees at Continental Grain’s Pasco, Washington elevator, and members of ILWU Local 8, have had nothing but trouble with the management here in getting grievances and disputes settled. We’re not saying that everything is rosy here now, but because of Emmet Wold’s involvement and efforts, we are turning around.

For example, we have argued with management about wages and increased military spending, (Reaganomics) there wouldn’t be a prayer of anyone discussing the matter of a balanced budget today. No one has ever polled me or anyone I know.

We are very happy we are to have a man with Emmet’s expertise up in this area of Washington helping us. Thank you for hiring him.

Steven D. Richardson, Shop Steward Members: Ello Carpenter, Brian David Gerken, Oden Sanders and Scott Long

ILWU Local 8 Pasco, WA

Wold class organizer

This letter is being written to express our deep appreciation for the hiring of Emmet Wold as an organizer and an international representative.

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ILWU Local 8 Pasco, WA

M&M&P says thanks

It is with a great deal of thanks that I write and applaud the strong state-ment of support for the American Marine that was adopted by your Executive Board. On behalf of myself, the General Executive Board, our employees and the entire membership of the M&M&P, we commend and thank you.

Timothy A. Brown
International President
Masters, Mates & Pilots
Linthicum Heights, MD

Pete lives

My heartfelt thanks for Ole Olson’s article on my husband Pete. He truly wrote of the Pete we loved and respected.

At the memorial, I told them Pete had two loves, his family and the union. But the one we loved was not dead. He lives in our hearts. For always.

Thank you again.

Frances Grassi
Rancho Palos Verdes, CA

ILWU Book & Video Sale

Important books and videos about the ILWU are available from the ILWU Library at discounted prices!

The Big Strike
By Mike Quinn; the classic partisan account of the 1934 strike. Price: $9

Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s
By Bruce Nelson; the most complete history of the origins, meaning, and impact of the 1934 strike and its aftermath. Price: $9

Reds or Rackets: The Making of Radical and Conservative Unions on the Waterfront
By Howard Krimel; a thoughtful and provocative comparison of the ILA and the ILWU. Price: $9

Longshoremen At Work
A 17 minute VHS video adaptation of a stunning slide/sound presentation about work on the waterfront by Mike Vawter, Brian Nelson, and Frank Silva. Price: $25

Life on the Beam: A Memorial to Harry Bridges
A 17 minute VHS video production by California Working Group, Inc., memorizes Bridges for posterity through photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. Price: $28

Important Notice on ILWU Political Action Fund

Delegates to the 28th Triennial Convention of the ILWU, meeting in Seattle, Washington, June 3-7, 1995, amended Article 1 of the Internal Constitution to read:

SECTION 2. The International shall establish a Political Action Fund which shall consist exclusively of voluntary contributions. The union will not favor or disadvantage any member because of the amount of his/her political action or the decision not to contribute. In no case, shall a member be required to pay more than his/her pro rata share of the union’s collective bargaining expenses. Reports on the status of the fund - and to which voluntary contributions of the members are put will be made to the International Executive Board.

The voluntary contributions to the Political Action Fund shall be collected as follows:

One Dollar and Twenty Cents ($1.20) per capitation payment to the International shall be diverted to the Political Action Fund where it will be used in connection with Federal, state and local elections. These deductions are suggestions only, and individual members are free to contribute more or less than that guideline suggests. The diverted funds will be contributed on behalf of those members who voluntarily permit that portion of their per capita payment to be used for that purpose. The titled officers may suspend the March division if, in their judgment, the financial condition of the International warrants suspension.

For three consecutive months prior to each election each dues paying member of the union shall be advised of his/her right to withhold the One Dollar and Twenty Cents ($1.20) payment or any portion thereof otherwise made in March and August. Those members expressing such a desire, on a form provided by the International Union, shall be sent a check in the amount of One Dollar and Twenty Cents ($1.20) or less if they so desire, in advance of the member making his/her dues payment to the political fund for the month in which the diversion occurs.

Those members who do not wish to have any portion of their per capita payment diverted to the Political Action Fund, but wish to make political contributions directly to either the Political Action Fund or their local union, may so do in any amounts whenever they wish.

No contribution; I do not wish to contribute to the ILWU Political Action Fund. I understand that the International will send me a check in the amount of $1.20 prior to August 1, 1995.

Less than $1.20: I do not wish to contribute the entire $1.20 to the ILWU Political Action Fund. I will contribute the amount ______ as not to exceed the amount of my contribution to the ILWU Political Action Fund for the preceding year.

More than $1.20: I wish to contribute more than the minimum voluntary contribution of $1.20 to the ILWU Political Action Fund. Enclosed please find my check for ______.

Signature...

Name...

Address...

Return to: ILWU, 1188 Franklin Street, San Francisco, CA 94109

CONTRIBUTIONS ARE NOT DEDUCTIBLE AS CHARITABLE CONTRIBUTIONS
$50,000 in three and one-half years. That’s how much the members and retirees of ILWU clerks Local 40, Port-
land, have voluntarily contributed to charitable causes. With a membership base of just 118 dues-payers, Local 40 just might have the highest monetary contributions “per capita” in the ILWU.

The list begins:
• December, 1991: $5,180 toward medical expenses of Terry Goldblatt, widow of ILWU International Secre-
tary-Treasurer Emeritus Louis Goldblatt.
• July, 1992: $11,455 for the Univer-
sity of Washington’s Harry Bridges Chair for Labor Studies.
• January, 1993: $10,000 to help vic-
tims of Hurricane Iniki that devastated the Hawaiian Island of Lanai and threw hundreds of ILWU Local 142 members out of work.
• December, 1993: $4,486 for the Children’s Christmas Fund of Allied Federation.

NCDC annual boat cruise a winner

“All hands on deck,” ordered North-
eral California District Council Presi-
dent Joe Jasen as the NCDC’s annual boat cruise and fund-raiser got under-
way May 13. Chair LeRoy King helped ensure the order was carried out.

It was a shaky start. The A.E. Staley Co. rent a boat and built it for the cruise. The caterer set up in the wrong place, but there was plenty of good food for everyone, along with good weather and good vibes.

NCDC Vice President Bill Watkins made sure everyone was having a good time. And Secretary-Treasurer Larry Clark made sure the deckhands—volunteers from the Inlandboatmen’s Union—were on the job. Jasen and King, meanwhile, were trouble-
shooters for the evening.

The boat cruise made history. For the first time, three ILWU International Officers were on board: ILWU Presi-
dent Brian McWilliams, Vice President Richard Austin and Secretary-
Treasurer Joe Iban-a.

There was also a record crowd of 400, who had come to pay tribute to the NCDC’s “Unionsists of the Year.” Hon-
ored for their accomplishments were Gilbert Raymund and pensioner Terry Greene, Local 6; Robert Battle, Local 10; Alfredo Montoya, Local 17; Frank Whitman of the IBU San Francisco Region.

The theme, “Solidarity of Sisters,” was apparent throughout. Delegates discussed concerns about NAFTA, a single-payer health plan, a balanced budget, and, especially, an increased widows’ pension, as they passed resolutions from various auxiliaries. Speakers were ILWU longshore Local 12 president Wally Robbins and Federated Auxiliaries past pres-
ted Valerie Taylor.

Host Auxiliary 1 was imaginative and lively in its welcome—from a jazz band to the tugboat journey in Coos Bay. A lun-
cheon prepared by Auxiliary 1 mem-
ers and an elegant catered banquet rounded out a productive convention.

Federated Officers elected for the coming two years are: Jean Orzano, president; Ruth Pitman, vice-presi-
dent; Katie Quadres, secretary; Pat Dunlap, treasurer. Area vice-presi-
dents are: Dave Fowler, Washing-
ton; Carolyn Williams, Oregon; and Burnell Henderson, Southern California.

Charity knows no bounds at Local 40

By PEARL CASTLE

Federated Auxiliaries

COOS BAY, OR.—Thirty-six dele-
gates and officers from Chemainus, BC, Canada to Wilmington, Califor-
nia attended the 27th Biennial Con-
vention of the Federated ILWU Ladies Auxiliaries, held here June 12-15.

The theme, “Solidarity of Sisters,” was apparent throughout. Delegates discussed concerns about NAFTA, a single-payer health plan, a balanced budget, and, especially, an increased widows’ pension, as they passed resolutions from various auxiliaries. Speakers were ILWU longshore Local 12 president Wally Robbins and Federated Auxiliaries past pres-
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Auxiliaries convention ‘productive’