WATERFRONT BRICKS HOT

Shipowners Stall on T-H Sleigh Ride

SAN FRANCISCO—Longshoremen and ship's clerks will hit the long overboard bricks on September 2.

The Union seamen's strike in Europe is still not settled. Presently, the strike which was to have ended on Friday, July 15, when the Coast longshore agreement expired, has been postponed because of a last minute agreement. President Harry S. Thorne, National President of the Pacific Coast Seamen's Union, has been notified of the postponement.

ATTITUDE IS REVEALING

Employers have been through the shipping industry and asked the special session of congress for new laws to frustrate labor. The strike will be on.

The T-H Sleigh Ride is a revealing of the shippers' attitude. It was: "Now is the time to rid the industry of unions." Every demand, every suggestion, every threat of legislation on the part of the union was met with a 'sleigh ride' from attorney Marion P. Lathwell of the shipowners' firm, "writing and we will consider it."

"Heard nothing from" President "Harry Thorne," the shippers say.

"It is obvious that as long as the shippers stand on the original state of the injunction which prevents the union from holding up its agreements, with a strike or a strike threat they will make no concessions of any kind on hours, wages or working conditions."

THERE'S ONE AGREEMENT

The one agreement was that wages and working conditions be raised upon the presentation of the union's demand for a wage increase and better living conditions.

Plant hold up profits as a reason and a good reason for working conditions. The demand was made that it be met as soon as possible.

That's the reason we set it down," he said.

"They made it clear they intended to split every part of the union until the bargains are made."

"We'll get a moment's sleep at the end of the negotiations," President Thorne said.

A new agreement will be signed in a few weeks, he said.
Two Down, One to Go

WHITHER THE SMOKE cleared away from their large, noisy and fancy-talking conventions, the Democrats and the Republicans are no longer in a position to be coy about who and what they are offering the country.

The Republicans are honest about it in that they make no claim to be anything but reactionary. They offer Dewey and Warren on a platform of giving Wall Street what it asks for.

Offering exactly the same thing, the Democrats are still trying in an ungraceful manner to dress up so that the common man will think he has a chance for a little of what’s coming to him. Now handcrafted by the necessity of admitting there have been none to run but Truman, the Democrats would like labor, and everyone else except big business, to forget his record.

Truman, who broke two railroad strikes and evidently has it on his mind to do the same for maritime workers, made a fighting speech at his convention on the line that labor would be most ungrateful not to re-elect him. For our money, labor would be most foolish, and the same goes for the so-called “liberal” vote-getter Barkley, who distinguished himself in Congress by helping kill price control.

The Democrats managed to turn out some of their best double-talk yet in their pledge to repeal the Taft-Hartley Law. The language of the party platform leaves plenty of room for a law that will out-Taft Hartley, as well as any Republican lawmaker could.

With only this appelating, double-talking outfit to turn to for a home, some “liberals” are opposing the New Party of Wallace and Taylor for fear it will split the Democratic vote. That’s a small loss for a party that in spite of all the cataloging Truman could do couldn’t keep the race-baiting Democrats in the fold.

These “liberals” seem purely to ignore the fact that the New Party has spelled out its intention to repeal the Taft-Hartley Law in toto, no fancy talk.

They ignore the fact that the Truman party is the party of war, that it has cleared every honest liberal out of government to replace him with a banker or a general, that it has failed to deliver on every pledge to better the lot of the ordinary citizen.

They ignore the fact that the New Party is the only one with a program for peace spelled out so that it makes sense—no draft, no war preparations, no interference in the internal affairs of nations.

The hue and cry about the New Party taking orders from Moscow actually is based on the same premise that Franklin Roosevelt was taken for a ride by “reds” at Yalta and Teheran. Everything Roosevelt stood for then in international cooperation, including the United Nations, was tagged a Communist plot. Dewey can drag out all the old campaign speeches he made in 1944 attacking Roosevelt and redhating his prosecution of the war. It won’t mean any more now that it did then.

The cold facts are that Wallace and Taylor stand on a program of peace and a decent living for labor and the common man, a program on which the Democrats and Republicans have nothing at all to offer.

We must make up our minds accordingly.

The Dispatchers

THERE IS NO indication that there will be any last offer of the employers to the union which held out for “go to every union demand and ‘no-soup’ unless the union agrees to all of the union-busting demands of the shipowners, including liquidation of the National Labor Relations Board.” The employers, however, wrote the Taft-Hartley Act to allow them, in effect, to get rid of all the unions they dislike. The last offer of the employers must be in their own language, regardless of how phoney. In other words, it could read like the fine print in a children’s book. And the employers will submit it for approval of the unions’ ranks.

The employers and-transformatively workers, who want us to be “grateful” know this as well as we do. So do the labor haters in Congress. Their attempt to pass a bill to get rid of the leadership and intimidating the membership before the National Labor Relations Board vote on the shipowners’ last offer is conducted. The plan is to confuse us and defeat us, and try to get us into a state where we will willingly cast our ballots to destroy our union, to give up all of our conditions and open the way for return to the pre-1934 shipowners’ITCH.

For this Harry S. Truman wants us to be grateful.

Nor are These the only plans as we have been able to learn of them. In the event the membership of the union comes through the NLGB shipowners’ last offer vote without the confusion, activity, or support of the employers, they have been devised a second line of attack. These involve new devices to tie our hands beyond the expiration of the injunction on September 2. They are designed to get the government to vote to undo the membership before the National Labor Relations Board vote on the shipowners’ last offer is conducted. The plan is to confuse us and defeat us, and try to get us into a state where we will willingly cast our ballots to destroy our union, to give up all of our conditions and open the way for return to the pre-1934 shipowners’ITCH.

For this Harry S. Truman wants us to be grateful.
Di Vittorio Tells Local 6 Of Marshall Plan Blunders

SAN FRANCISCO - Giuseppe Di Vittorio, Secretary-General of the Italian Confederation of Labor in town for the International Labor Organization session, recently gave 300 Italian-speaking members of ILWU Local 6 two specific examples of what he called the Marshall Plan.

1. The United States is sending tons of ready-made spaghetti to Italy, with the result that Italian workers are being laid off from their traditional jobs in spaghetti factories. What Italy needs now is food from which to make its own spaghetti.

2. The United States is sending tractors, the result of which is that the Flat Rocks turn out more tractors than can be pressed into service. The result is growing unemployment.

LAW UNDERMEN

Di Vittorio told the warehousemen that the Italian labor movement was further divided than ever, that the Di Gaspari government was run by American monopoly. He said that pressures from this country, let alone local monopolies, did not have the power to win the election for the re-election of the government.

In spite of the present government, the labor movement is growing tremendously, according to Di Vittorio. Farmers, Catholics, all workers come to union meetings looking for the union movement as the only means to secure their rights.

THANKS WAREHOUSEMEN

In many respects, workers in Italy are far better off than in the United States. A worker with a large family earns more per hour than in the United States. If a worker loses time for illness he is allowed to make up that time after a certain period of time.

Di Vittorio thanked the warehousemen for coming out of the port during last year's strike. He termed such measures very important in the fight for the 8-hour day.

Warehousemen Plan Barbecue For Stewards

OAKLAND, CALIF. - ILWU Warehouse Local 6 will stage its annual barbecue for dockers and Oakland stewards,Minus local union officers, Sunday August 1 at Cow Canyon Park here. All the steak is a warehousemen's contribution. The evening features swimming, games, dances, and potluck meals are expected to attract more than 1,500 to the barbecue.

Portlanders' Bloody Thursday Ceremony Recalls Bitter 1934 Strike

By KAYLEEN CRONIN

PORTLAND, Ore. - The July 4th holiday has just one thing in common with 2000 Portland longshoremen and maritime workers - Bloody Thursday.

Marching five abreast from the Flinney Hall at 9th & Everett, their voices loud and triumphant, the delegates proceed to the Oregon State Capitol. Their former sea captain was a maritime worker's struggle for justice. They aim to establish democracy in their workplaces.

Charles Ross, member of Local 8 of the ILWU, was the main speaker at the ceremonies, pledged that the martyrdom of the six men who were killed on this day 16 years ago would not be in vain. "We serve notice that we intend to establish an effective public opinion on the subject of labor to assure that the wages of the men who are getting a full share of the wealth it produces will be increased."

 urged that many more be sent in the future.

The pledging of the maritime workers strike here in September 1934 is an example of how the Anti-Marsh Plan movement failed to make its own spaghetti.

Taft-Hartley Attacks NMU Hiring

NEW YORK (AP) - An NLRL trial examiner flatly refused to dismiss unfair labor practice charges brought against the National Maritime Union (NMU) by the board of directors hearing July 12.

Acting on a complaint of major shipping companies, the NLRB accused the union of violating the Taft-Hartley law by insisting on the retention of the hiring hall in contract talks with shippers.

NMU Attorney Herman Rosenfeld argued that the anti-labor act abridged the right of the union and its members to free speech, press and assembly. He also alleged infringement of a worker's right to contract freely, for toil and to be free from involuntary domicile.

Hiring is Crucial

Pointing out that the right to organize is meaningless if companies can ship non-union men at will, Rosenfeld declared: "The union cannot throw away its gains. It cannot surrender its control over the most crucial factor in labor relations - the hiring hall."

While the NLRB decision continued, the American Radio Association of Chicago offered a contract a trial set for July 15. Both the NMU and ARA are prevented by a Taft-Hartley injunction that runs until September 2.

In some states medical hospitals have had to lay off more than 20 per cent. The national percentage of overcrowding in these institutions is 16.3.

Bloody Thursday

Thursday at height of maritime strike in San Francisco July 7, 1946, to be man killed by ships' police guns on bloody strike in San Francisco, July, 1934. Top court shows guard during ceremonies on spot near Rincon Postoffice Annex, where San Francisco longshoremen Howard Hartley, who was killed in the fight with Nick Barroll, led down their lives in the cause of democratic unionism. Below, line of march in Portland honoring Bloody Thursday martyrs.

Shipowners Loot Taxpayers, Shippers

The billions of dollars of loot that shipowners take from American taxpayers in subsidies and from shippers in fabulous rates go into profits, not wages.

Monopoly rates brought Aloha Union $1,355 in gross profits for every dollar paid the crew in wages on one voyage last year of the S.S. Harold D. Whitehead, charter of the U.S. Maritime Compensation at the cost of 12 cents.

The S.S. Reef Knoll earned the company $100,650 in 70 days. The crew received $3,250 for the voyage.

In 60 days Alaskan Steam scored $48,000 in direct profits from a voyage of the S.S. Coastal Maroon, paying out only $17,215 in wages.

The SS Peter J. McGuire's crew received $23,362 for 47 days work while the company bailed out $80,463.

These figures explain why in the 41 years of its operation Alaskan Steam has only twice agreed to pay cash dividends to its stockholders.

Alaska Steam, Northland Transportation and Alaska Transportation, all under the control of one family are subsidized by the United States Maritime Compensation to the tune of 4% million a year. Besides supplying ships out of taxpayers money for $7 a year charter fee, the commission pays all fuel bills.

The monopoly is complete - no other lines receive subsidies from the government and only Alaska Steam can call at Seward and Whittier where freight for the interior is discharged.

Consequently it costs $15 a ton to ship fresh vegetables the 1,000 miles from Seattle to Cordova; the rate from San Juan to New York City, an equal distance, is $10.80.

This monopoly juggling rates at will, with no objections from the Maritime Compensation. Alaska Steam reduced the freight on selling eggs by 70 percent when its president was engaged in building a gold storage plant. On the same day it killed the freight on flour to Fairbanks from $2.33 a hundred weight to $0.81.

The average Alaska family must spend $425 a year in ocean freight for food alone.
NAM Seeks to Make Converts to 'Industry Peace' Formula by Organizing Nazi-like Underground

By MILLY SALWEN
TRENTON, N. J. (FP) — Big business propagandists are going underground.

Instituting a new flanking attack on labor, industry has embarked on a scheme to sell unsuspecting Americans the National Association of Manufacturers' "industrial peace" formula. A test campaign is now underway in the New York area.

Disguised as The Work & Unity Plan, a front group of the Manufacturers' Association, it is sponsored by members of labor unions, and is based out of the offices of the Free Men or Slaves? Ignoring high salaries, the Taft-Hartley law allows the employer to keep the "Gestapo" with "police state measures" like profit control, government planning and excess profit taxes.

Nowhere in the booklet is there any mention of the NMA. Another pamphlet, The Work & Unity Plan, intended for industrialists only, specifically explains why.

NAM TIES

On page 3, it says: "It is made clear to those present that the Work & Unity Plan can be a potent force for the common good and can be put to work on an immediate basis by any community or industry."

But in page 4, it says: "A REPRESENTATIVE OF THE MANUFACTURERS ASSOCIATION TELLS THE STORY.

There's logic behind this. The industrialists are going underground with a new and insidious propaganda campaign. NMA's propaganda was exposed publicly prior to, or following the delivery of talks before local audiences. This time the release should publicize the speaker through his local union leaders. NMA's propaganda was "BUNNY AS A REPRESENTATIVE OF THE MANUFACTURERS ASSOCIATION TELLS THE STORY.

Hawaii ILWU Airs Story

HONOLULU, T. H. - The Territorial ILWU went on the air July 2 with the story of how the union won.

It was the first program in a weekly series that will explore the story of how the union functions and why members and the public should join. The ILWU radio program, which will continue throughout the year, will be broadcast over KOLO, the own station of the Territorial ILWU.

The dramatic story of the creation of a union dedicated to the principle that all people in the islands will live together in security, harmony and equality is introduced.

The narrator, through a series of short vignettes in each show, tells the story of how the union was created and how it operates. The program is a valuable resource for those interested in labor history and how unions work.

TRY SPLITTING TACTICS

Every effort of the workers on the sugar plantations is to get together in a solid union and better their conditions which is being done through the practice of splitting tactics, they played different roles and made others look like the other. Strikes by Japanese workers were alone, broken, strikes by Filipinos also, split.

We want to remind the sugar workers that "We want that union—.a union—" of "We don't want that union—" of "We want union but."

NAM Unmasked

Photostats at left reveal identical addresses (circled) for the so-called free man and a N.J.A.M. salesmen. Shown are a portion of the anti-labor pamphlet published by the outfit masquerading as an independent community group with an excerpt from the N.J.A.M.'s confidential instructions to industrialists. Building right is headquarters of both publishers. (Federated Pictures)

Shipowners Weep Over Weichelt Bill

SAN FRANCISCO — The shipowners gave full credit to political action by maritime unions for the death of the Weichelt bill, which would have increased shipowner subsidy grants.

An editorial in the June 28 issue of the Shipping Register said: "The maritime industry fought the bills violently in the House and finally succeeded in getting the bills into limbo in the Senate Commerce committee."

The vigor of this specific attack by political action is proved by the admiral resolution of the 11-point Weichelt plan. The pressure of the CIO maritime officials on the Senate committee to hold hearings before sending it to the floor for approval delayed, if not beyond the date Congress adjourns, the bill's final action."

A similar program, however, was drawn up by the National Federation of American Shipping. It was announced through the House five minutes before closing one day under a special order of business, an hour after the ILWU Washington Representative William Glazier had been brought in by the Republican floor leader that it would not come up for discussion.

Glazier's pressure, backed by thousands of longshore and maritime workers, kept the bill off the Senate floor.

The Weichelt bill in the Senate committee would have granted a flat 50 per cent subsidy on the construction of all passenger vessels, instead of the present subsidy of the difference in construction costs of a given vessel by this country and a foreign one.

ABETTED SWINDLE

A similar program has been abetted by permitted submarines to keep their loans on one vessel separate from the profits on the rest of their fleet and turn a vessel back to the Maritime Commission if any run was not profitable.

The House version would have ended the floor on wages and conditions for seamen, thus opening the door to unlimited profits.

The Shipping Register commented that the "bidity of the Weichelt bills in the closing days of this 80th congressional session may not be disclosed some ports of the future ... and we can expect more vigorous political action from labor."

Phelan Expelled By Local 34

SAN FRANCISCO — The membership of ILWU Local 34 has expelled George F. Phelan from the Union. A rank and file trial committee found Phelan guilty of an unfair conduct.

Because of carter practices, by which the allowable outlay of the tin industry was reduced to one third of capacity and picked union pests to 40 cents a pound.

WASHINGTON STATE AFL Denounces Beck's Organizing Behind Picket Lines

WASHINGTON, Wash. — The Washington State Federation of Labor branded Dave Beck and his Boeing Elemental Teamsters as work-breakers for their activities in winning recognition for the striking Boeing Aircraft workers in Seattle and Tacoma.

On the last night of the convention, July 15, the State AFL issued a resolution which affirmed the AFL's condemnation of strikebreaking and denounced what it branded as "organizing behind picket lines."

The action came in the form of an amendment to a very watered-down version. It said: "That this convention go on record to condemn any person, persons, or organization that high be engaged in organizing activities behind picket lines of a legitimate trade union."

That this convention also renews the previous policy of the AFL in condemning strikebreaking activities and the destruction of any legitimate union line."

The action referred to the Teamsters' efforts to organize the Boeing workers while they are strikebound and picketed, the Aero Mechanics union, and the voting of scabs for the company at $1 a head."

WRECKING PLANS Laid

A concord of the Western Conference of Beck's union held recently in Bellingham mapped plans for wrecking large sections of the labor movement. Beck has become the leading figure in the Taft-Hartley-happy employers. His strikebreaking has removed their need for such open union-busting agencies as the one run some years ago by the notorious Pearl Bergoff."

At the Bellingham conference Beck stated that his organization will "travel any kind of a road with any kind of a road block" to smash the Aero Mechanics and the AFL. The Teamsters with their AFL, Lumber and Sawmill Workers in the Northwest and the CIO International pharmacists.
Port Authorities Confound Says Labor is To Blame for Shipowners'ills

SAN FRANCISCO—A three-day session of the Pacific Coast
Association of Port Authorities here made maritime labor the
whipping boy allegedly responsible for the decline of coastwide
and intercoastal trade.

These shipowners-aligned rep-

sentatives of the various pub-

clic and private port authorities

proposed to conduct a conference of

all parties interested in Coast

shipping, including the ship-

holders, the shipowners and labor,

which would "sit down and lick this

situation."

This suggestion was first made by

Charles Wheeler, a vice-presi-

dent of Pope and Talbot, Inc.

Later in the convention John E.

Cushing, president of Greatship

Lines, called for the Port Author-

ities to undertake a "neutral" study of labor re-

lations.

COAST DECLINE

On the first day of the affair,

July 15, various spokesmen for

the shipowners and the steamship

operators sought answers to the

question of why Pacific Coast and

intercoastal traffic is declining.

They singled out work stopages

and strikes as a "third force" for

shippers' lack of confidence in

industry to deliver the goods.

Among others were L. B.

Wholey, transportation manager

for the Line Co., Charles

Wheeler of Pope and Talbot and

James Kearney, president of

ILWU.

During the panel discussions

July 18, on reduction of terminal

operating costs, John Kulpitchick,

operating manager of American

President Lines, while favoring

improved cargo handling meth-

ods, took a direct swipe at the

longshores.

He said: "It seems to me that what we are con-

fronted with today is a lack of con-

tent due to the unsuccessful

attitude and failure of our

longshoremen to use the present

gear to advantage and to get

more from it than a fraction of

its productivity." He charged that the dockers were

refusing to go along with a ship-

owner's pace.

APL AGAINST LOAD LIMITS

The APL mouthpiece added that "at the present time the

cargo-handling equipment, both

shore and aboard ship, that has

been furnished by management to

get the job done, is capable of

creating a performance 50 per-

cent better than is realized and

it is manpower and not the tools

that must be improved before the

present equipment can be de-

clared outdated.

Hitting at slung load limits, Kulpitchick also blamed longshore-

men for not encouraging the use

of gangy cranes. "Gangy cranes,"

he said, "have not come along as

they should, for reasons of labor

restrictions concerning the num-

ber of men available for this

size of the slung load." What

meant is that there should be no

limitations in slugging loads by

cutting down gang sizes.

On July 16, in his keynote speech at Portland, H. W. Junge, president of

Pacific Coast Lines, said at the July 17 panel on promotion of

waterborne commerce on the

Pacific Coast that, one of the four

major problems to be overcome is

that of labor relations. For the past

past two years it has been asserted, "We

have made no progress in the solution of this.

The man is still a baffler on our

waterfronts. Unless this problem

is solved, we'll waste a good part of our efforts in over-
came the other headaches."

Other panelists, Cushing was

confident, could be handled sue-

cessfully (11, cost, rates and actuarial charges; 2),

solving facilities to meet com-

petition that would make a fairer break from the national government in

its attention to the Pacific Coast transportation

system.

NATIONAL DEFENSE

A final panel of national de-

fence as related to port authori-

ities brought out from Army and

Navy spokesmen that in case of a

war emergency there would probably be widespread abandonment

of some present port facilities.

Capt. A. H. Richardson, port

director of the 12th Naval di-

strict, said: "Complete abandonment of facilities would be required, in-

sisting in the need of rapid di-

version of cargo and shipping,

which would all the while should like to stress here as one which may

happen to any one of you and

without previous warning."

Colonel T. J. Weed, Army Trans-

portation executive officer,

confirmed this for his Army opera-

tions, stating that the fleet is pointing to greater use of the smaller

ports of the coast.

Shipowners Reap Profits From Abroad

American steamship companies do not make huge profits off

American land cargoes. Shipowners and workers, but their foreign investment

ments and connections bring in millions not unfurnished by fed-

eral tax laws and unencumbered by the "no work, no pay" conditions estab-

lished by American unions.

Members of the Waterfront Em-

ployers Association act as port

tankers for foreign lines, operate their own lines, charter foreign

flags, charter foreign flag vessels, and charter foreign charter fees for

hiring out their own vessels.

Some own foreign lines out-

right and control the foreign enter-

prises.

CITIZEN EXAMPLES

W. R. Grace and Company, for

one example, owns cotton and

wheat wagons, sugar plantations

and mills in Central and South

America.

Moore-McCormack Lines own

and operate vessels on a scale

under the flags of Sweden, Den-

mark, Norway, Brazil, Uruguay, Uruguay and

Finland.

United Fruit became a total of

30 vessels, and foreign flags,

and ground companies in Central

American, Panama and South

America and operates everything from

banana in telephone services.

Crawford Wilson, American

Pacific, American President

Lines, and others, a group of

Shay-

ard, Mackay, Talbot, and Union

Sailor, United States and Bah-

nian, are other WEA members chartering their

foot through foreign lines.

The average cost of mast of the

boat in mid-June set a new all-

time mark, averaging the peaks

of all previous inflation periods.

Manhandled Business Manager Samuel Lewis of Local 3, Retail, Wholesale and Department Store Union, CIO, was one of the two witnesses seized by marshals and forcibly escorted from the room at the House Labor subcommittee hearing in New York.

Marcantonio Praised by ILWU for Fight Against Anti-Labor Measures

SAN FRANCISCO—Representative Vito Marcantonio (ALP, N. Y.) received thanks for "a really awfully job done under the most difficult circumstances in the 80th Congress" from the

ILWU Secretary-Treasurer Louis Goldfischer wrote Marcantonio a special praise for the interest he took in legislation directly affecting this union, such as the

fight against the Gompers-Wiley

Bill.

This bill would have canceled the victory won in the Supreme

Court decision for premium pay for longshoremen.

HELPED SUGAR WORKERS

Marcantonio received a bill for establishment of minimum wages of $5 a day as condition for payments to industry under the Sugar Act, and for repeal of the excise tax aimed against Cuba that allows the Secretary of State to cut quotas of any country he finds denies what he calls fair trade

interests of the United States national

industry.

The bill is also a buck in the teeth by Betty Ann "Betty" Laird, ILWU secretary, as to how would have affected ILWU

members on the Mississippi River Federal Bar, New Orleans

defeated.

Goldfischer also cited Marcantonio's "splendid record on the fight against measures such as the Mondale Bill."
Letters to the Editor

Heide Mourned

I was deeply shocked and grieved when the news of the very sudden and untimely death of Brother Ray Heide reached me.

This was also apparent with thousands of our Local 6 fathers and present and friends in other ILWU Locals, various other CWA, AFL-CIO locals and persons outside the trade union movement.

The welfare of the membership that Ray represented seemed to come always first, even to the extent of domestic and personal life, and Ray was both. There was no "beef" or problem on the job that Ray was too busy or too small to attend to. The members keenly felt that Ray was that kind of a guy.

SPIRIT AND COURAGE

Ray lived a very short but a full life on this earth.

Let's recall those organizational drives in the warehouses and East Bay terminals and cannery, the signing of the C & H Sugar Refinery at Crockett: those tough but successful, warehouse exposures in the early and middle 50's.

Surely and courage that Ray was blessed with seemed to be spontaneous to all those members who were seeking a better way of life, a job where they could earn wages to support their families and enjoy some of the necessities that right- fully belong to them.

FOUGHT FOR DEMOCRACY

He knew that that if fascism ever got a stranglehold in a free country like ours, democratic unions, like the warehouse union, would be smashed. He worked hard and long hours during those four years in the South Pacific discharging cargo with the Navy Selves. He also handled the ballast of that cargo loaded on ships.

The Open Shop

Two generations ago Finley Peter Dunne, through his famous Irish philosophical character, Mr. Dooley, expressed himself in the open shop.

Mr. Dooley said:

"What is the open shop?"

"Sure, the place where they have the doors open to accommodate the convenient customers as well as they have work for them or the buyers of goods."

"I'm for it, this Dooley. Suppose one of these free-lance characters was washin' in an open shop for the primarily wage as well as large iron-dollar a day as an hour."

"Alone comes another son as a good as he was a 'lackie, he could handle the job nicely for ninety cents, 'Sure,' six 'bou', and it was a dollar man gets into it, they were would only exercise his undeniable rights."

"I'm for the free-lance American citizen as an shrink on some other pay devil.

"An so it goes on, Hines- sasy, 'An who gits the bills?"'

True, but his 'bou' man, but he don't care any more 'er better than he does his right eye.

It's all principle with him. He hate the boss as well as their Independents, regardless as who or anything else."

"But," said Mr. Hines, these open shop men have men who can't or won't or don't properly conduct.

"Sure," said Mr. Dooley, "properly conduct. Ain't there are are? How would they have them conduct? No strikes, no rules, no controls, no wages, barely any wages, all darn few 'members."

by his West Coast longshore brothers.

I know that the membership of Local 6 will continue to participate and function in the way Ray had always wanted.

I hope, too, that this spirit will always exist in the other ILWU Locals that has made the ILWU the democratic union it is today.

Ray Heide Believed and fought all his life for these things. Ray Heide died for that cause. We of the ILWU must carry on! Fraternally yours,

Leonard Wilson
Oakland, Calif.

Former member ILWU Local 6, Longshore Union. Present member ILWU Local 10.

Matt Meehan Takes Job For ILWU

PORTLAND OR.—Matt Meehan, of Longshore Local 8 resigned July 7 as an ILWU board member to become a full time international representative in the Columbia River.

In his letter of resignation ad dressed to ILWU president Harry

MATT MEEHAN

Bridges Meehan said that "it has been an honor to serve on the Board and I wish to thank you and all the members for the courtesies and cooperation extended me."

As an ILWU representative, I shall continue to strive towards the building and strengthening of our International Union and shall make every effort to translate our program into action.

Meehan was first secretary treasurer of the ILWU.

Pan American Beef Arbitrated

SAN BRUNO, Calif. — A dispute between the navigators at Pan American Airlines, members of Transport Workers Union—Local 505, and the company was scheduled to be arbitrated starting July 14.

An announcement by the union of a meeting with PAA to draw up arbitration machinery temporarily suspended picketing of the company's office and longer terminals over the United States.

The dispute arose over the re- nging which PAA polled on an author agreement to arbitrate the question of dismissal of navi- gators employed on the company's airplanes.
WASHINGTON, D.C.—The recently concluded convention of the Democrats was a last desperate attempt to present the party once more to the American people, the party of the New Deal, and of Franklin D. Roosevelt. The platform, clear on civil rights and labor, the powder taken by the southern Democrats and Truman’s decision to call a special session to do with prices and housing all add up to smart politics.

In Washington the reaction to the convention is mixed. Most observers here had long ago told the Democrats and they agreed that Truman had no reason else to go but back to the New Deal. The claim that the party once again gained the liberal mainstream it had under FDR will certainly be the song from now on to November.

It is pointed out that for years the Democrats have been successful as a result of the pious notions of price control, low cost housing, and civil rights demands that the voters have heeded for a short time.

It was the Democratic administration that opened the door to the flood of free cigarettes in 1945 when the excess profits tax was repealed. One of the first that went out the window raising prices really became profitable.

During the 78th Congress which Truman was in the White House and his party controlled both the Senate and the House, the $45 million war bill was passed which he now calls "a rotten bill." The Democrats were beating the GOP to the punch. One was Senator Barkley, the Truman running mate, who spoke and voted twice against the bill to extend OPA an additional year. Truman himself voted most of the time in favor of the bill excepting October 1946 and ended all but the very few remaining controls at that time.

It was the Democratic Administration which, in its feverish haste to carry out what Truman called a "swift and orderly transition from war to peace," removed controls over beef, pork, and vegetables in 1945-1946.

It was due to these actions in 1945-1946 which the Truman Administration and the Democratic majority in Congress were predominantly responsible that prices and living costs began their sharp upward spurt.

Simultaneously, the Administration took action to hide its hands in its efforts to protect itself against rising living costs and postwar setbacks in take-home pay. It was the Administration price-wage policies, under the Executive Orders of September 1945 and February 1946, which established the policy that Manpower wage increases had to be tied to extortions of price increases. It was President Truman who again beat the punch in the proposed bill to the National Manpower and Management Conference in November 1945 for revision of the Wagner Act. Mr. Truman accepted as his own proposal for fact-finding boards and 30-day cooling off period proposed in part in fact initiated by Erie Johnston, Ira Magaziner, John Holmes of Swift and Co. and H. W. Clement, President of the Pennsylvania Railroad.

It was a few months later in May of 1946 that the same President Truman proposed to break the railroad strike by drafting the striking railroad workers. In his acceptance speech candidate Truman now asks labor to support his party, in the entire period of the Senate’s trial of the Fair Labor Standards Act and the Douglas-Hunnicut bill (to break through the OPA ceiling) which was responsible for employers’ demands for price boosts.

Congress in its fight for the bill demanded an additional year for the OPA, which would raise prices. The administration, led by the Truman Administration, also demanded that the bill be broken through the OPA ceiling.

The resolution of the Senate, the de-emphasis of the Fair Labor Standards Act, the Douglas-Hunnicut bill, the concentration of the administration’s effort to break through the OPA ceiling, the demands of the President and the Democratic Party that the bill be broken through, are all aspects of the OPA ceilings, and the right of the President to ask for price controls.

The President at one time had the power to demand that the bill be passed in the Senate, "away back four and a half years ago." Of those four and a half years, the Democrats held a majority in the House for 3 years but nothing was done. When the bill came up again in 1948, the House, with a Democratic Republican support, adopted the Republican-sponsored Wollan bill which eliminated some of the important provisions of the bill. Nothing was done by the Administration to push it through. The Democrats finally passed it in 1949, and the bill was sent back to the House of Representatives on the 31st. It was passed by a margin of 100-92, was supported by 73 Democrats, while 69 Democrats and 14 Republicans. In the recently enacted bill, the same procedures have been introduced into Congress every session over the past three years, were never voted up by either party when it had the power to do so.

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ILWU Rank-and-File Delegates Told To Keep Eyes Open on European Trip

SAN FRANCISCO — ILWU rank-and-file delegates were told to keep their eyes open on a European trip that was planned by the union's executive board.

The trip, which was scheduled to take place in the summer of 1968, was intended to provide delegates with an opportunity to meet with leaders of other unions and to exchange ideas on labor issues.

The union's executive board had initially planned to send 10 delegates to Europe, but the number was later increased to 20. The delegates were to visit countries such as France, Italy, and West Germany, and to participate in various labor meetings and conferences.

However, the trip was not without controversy. Some members of the union's rank-and-file were concerned that the delegates would become too focused on political issues and would lose sight of the union's main goal of improving workers' rights.

The delegation was led by ILWU President George Weir, who was known for his strong stance on labor rights. He had previously led the union's efforts to negotiate better wages and working conditions for its members.

The trip was also seen as an opportunity to build relationships with other unions around the world, particularly those that were engaged in similar struggles for workers' rights.

In the end, the European trip was a success, and the delegates returned to the United States with a renewed sense of purpose and determination to improve the lives of their fellow workers.
Dollar Family Seeks To Regain Control of Rich President Lines

The "Distributor interests, masters in the art of making money at other people's expense," are currently trying to recover complete control of Rich President Lines, now that the taxpayers of the states out of which the company was formed stand out of a hole and put it on a ladder.

The story goes back to 1928 when a bonding company was forced to take over 100 million of the Dollar Steamship Co. The company was forced to do this because of the Dollar's mismanagement.

The Dollar management was described as "blanket incompetents," reported U.S. Maritime Commissioner Max Truitt. He cited evidence that the company's officers and directors, running the company on a "rat race," had turned the company into a "net." The bread and butter of the business was the sale of scrap metal and clean coal, and the company was involved in a number of fraudulent schemes.

DIVERTED FUNDS

The company, according to Truitt, was "making money at other people's expense," and the Dollar Steamship Co. was "making money at the expense of the taxpayers of the states out of which the company was formed." The company was forced to pay a fine of $25,000 to the state of New York.

Klein Asks Probe's End Repeal Of TH Slave Law

WASHINGTON (AP) - The House committee investigating the New York railroad strike struck a blow against the "blacks" by passing a resolution which would end the slave trade in the District of Columbia.

The resolution was introduced by Representative Fred Harris (R. N.J.) in a letter made public in July.

The inquiry plunged into the New York state senate just as the state legislature was considering charging local officials in the New York & Pennsylvania Railroad strike with "misuse of federal funds." The probe became a national issue when the subcommittee of Congress found that the local officials who were accused of misusing federal funds were accused of "misusing federal funds." The subcommittee of Congress was reported to have voted for the measure.

EXCEEDED AUTHORITY

Klein wrote that "The subcommittee did not go far beyond proper procedure in its questioning of the witnesses. ... I regard as an apparent indication of interest in the investigation."

It is said he is inclined to "be a little more lenient" in his treatment of the railroaders. He would not "be a little more lenient" in his treatment of the railroaders. He states that the railroad is an "inherently evil" institution. He states that the railroad is an "inherently evil" institution. He states that the railroad is an "inherently evil" institution.

Hazardous, Arduous Work Depicted As Scalers Open Negotiations

By JEAN BRUCE

Last week in a negotiating session at the Office of Foreign Trade, Ceylon Local 5 Shipbuilders Negotiators and Employers' representatives reached an agreement on a consideration of a wage increase and an agreement to a boiler tank watching the scalers at work. No action was taken on the report.

What had been seen was an intrepid work at one of the direct jobs on the waterfront where sweat and tears, grime and sweat, coolness and flukey they often can be is quite again, and giving hope, with $1.50 earned for $1.50 earnings.

The men who do this work are the men who built the scalers. To them, the industry for years, like Victor Mayers, have been working, and who have been working in this country since the union was organized in 1934.

JOINED IN 1934

Peters was one of the first men in the union in 1924. In 1924, he said, it was much easier to get a job on the waterfront to make ends meet, but the life of a scalers for that of a scaler.

Peters said that he had cut the scalers until 1943, but he was in complete before a shipbuilding job and like devices - set up to insulate the personal ownership from the company's liability and its creditors. In the meantime, the company was in "the black," making a profit, and only was it to a profit that the company was able to move the interest of the company out of a hole and put it on a ladder.

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DOCKS & TERMINALS

Book Door Deal

Charges were leveled July 10 by the NLRLB in the name of individuals, an action initiated by the ILWU at Young's Patrol against the company for engaging in a "book door" deal with Henry Lumbrecht's Seafarer's Guards.

The deal was branded by Michael Johnson, organizer for the ILWU contract guards, as the "worst sleaze on the Pacific Coast since Lumbrecht's open shop agreement for the sailors."

Held out as the fact that the ILWU has not broken any such agreement with Young because of a clause in the contract with Pinkerton which states that "we will not give another employer a book door deal."

Most notorious sleaze clauses in the Lemberg book door agreement are:

1. It excludes warehouses and production plants from the waterfront.
2. The men is required to pay dues or belong to the SIU.
3. Grievance machinery is completely in the hands of the employer.
4. Uniforms must be bought by the union.
5. Men get travel time for only one way.
6. Men will get a vacation next year if they have worked 1,500 hours.

We are advising all our members in Young Patrol that they are not required to join the "open shop" Seafarers. We are also advising all Young Patrolmen not to pay dues to the Seafarers. There is nothing in the agreement that says you must belong or pay dues.

'Light Work'

Shipowners even get a break from insurance company doctors when it comes to an on the job accident to a longshoreman.

The case of Henry Mateo who was hurt March 23 and had to be under doctor's care for injuries on board and right ankle until April 18, 1948. But on that day doctors at San Francisco, Mateo that he was instructed to return to work as of April 19, although he is still given light work for a period of several weeks by his doctor who told him he was breaking a period.

Julius Stern, Welfare Director of the ILWU, said actually is his PUC's office that actually happens is that other longshoreman must do the work of the injured man along, doing his work for him, while the ship owner pays for the compensation and medical attention to which the injured man is rightfully entitled.

Penalty Beef

Cargo aboard a Panamanian ship, the S.S. Dominen, was badly damaged when it arrived in San Pedro, July 8. The ship was docked, which caused a delay in unloading.

Beef is supplied by Fascal which is a subsidiary of the San Francisco Live Stock Exchange.