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Official Newspaper of the International Longshoremen's and Warehousemen's Union, CIO

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Ranks Hold Solid as Shipowners Push Phoney Propaganda Line

CIO Sends Haywood to Aid Unions

SAN FRANCISCO—Union ranks were solid and getting tougher by the minute this week as shipowners pushed desperately at a propaganda line designed to divide the striking unions and the ranks of the unions.

The shipowners' strategy was apparent. It was to ride out the unity, that is, wait for the unions to fly apart. In the face of this, the unions not only closed ranks, but gained world-wide working-class support.

LINE ALTERNATES
CIO President Philip Murray, in touch with the situation throughout through ILWU President Harry Bridges and Vice President J. R. Robertson, who is in the East, sent Allan Haywood, CIO organizational director, and his assistant, R. J. Thomas, to the coast to look into the refusal of the shipowners to negotiate and their attempts to dictate who shall be the leaders of the unions.

Through newspaper advertisements and so-called "White Papers," the shipowners repeated an alternating line of one day we can't deal with communism and the next day we will only deal with the unions-get new leaders.

Their own demand that the unions change their respective leaderships brought indignation from the ranks.

ROBERTSON REPORTS
Vice President Robertson reported from the East that he was getting good response from AFL, CIO and other national and international unions and that substantial financial and other support for the strike was forthcoming.

In addition to sending Haywood (Continued on Back Page)

Europe Interim Report Scandanavia

(Editor's Note: The ILWU rank-and-file delegation which visited Europe this past summer returned to San Francisco October 9. A comprehensive summary of their observations along with the 9th and final interim report will be carried in the next issue of THE DISPATCHER.)

Report No. 8
Copenhagen, Denmark.
September 8, 1948

Mr. Harry Bridges,
President ILWU,
San Francisco
Dear Harry:

Report No. 7 was airmailed to you from Stockholm on August 29. Since then we have been in Sweden, Norway and Denmark and this evening we are flying to Amsterdam. In the Scandinavian countries rationing and price control are still very much in effect because of a shortage of many things. For instance, invariably we must produce our rationing coupons before we eat in the hotels and restaurants. It is being handled very efficiently and fairly; the people make no complaints and accept the fact that rationing, etc., is necessary.

In all three countries as in Finland are solid united labor movements in which people of all political shades and opinions can hold membership and office, the only restriction being against Nazis and Fascists and known enemy collaborators. Labor is completely allied with the Social Democrats and exercise great strength and influence in the various parliaments. The governments as is generally known are Labor Party and Social Democrat, many members and officials from the trade unions holding cabinet posts.

Moreover, the labor movement have their own daily papers including the Communists, with large circulation besides publishing fine weekly and monthly publications.

SURPRISED AT U. S. LABOR

It is a surprise to nearly all people we meet that American labor has no party of its own in the political field. The people here invariably mention it when they discuss the Taft-Hartley Act. They know all about the act and are unanimous in their opinion that the thing is disastrous but put the blame on the American trades unions themselves for allowing big business and big finance to monopolize the political field.

In Sweden and Norway they have many industrial unions, particularly in metal, transportation and also the building trades

In Sweden trades unions are recognized by all people as established institutions and no one would ever try by crooked laws or otherwise to destroy them. In 1946, 98 per cent of Swedish workers were organized and 88 per cent under collective agreements. Some unions forbid known fascists and Nazis from holding membership, but otherwise a person's religious, political or any other kind of belief is his own affair.

The law compels the employer to give his workers an annual vacation of two weeks with pay and the present government has

(Continued on Page 4)

L. A. Shipper Lauds ILWU Cooperation

LOS ANGELES—The Granton Nut Company which appealed to ILWU Local 13, in San Pedro, to unload a shipment of brazil nuts aboard the Moore-McCormack vessel SS Mormacland, wrote to a member of importers in Southern California, October 7, that the union always showed a spirit of cooperation while the WEA refused to do anything unless it was to their advantage.

Said shipper Walter Granton: "I have been connected with importing in Los Angeles and San Francisco for the past 23 years . . . and I have talked to many steamship company executives about the strikes, the work stoppages and the union men during that time.

"During that time I got the impression that the longshoremen were untrustworthy, uncouth and a menace. But when I went to the union hall to appear before the Joint Strike Committee, I found the men to be just as human as you or I, and also friendly, open-minded, law-abiding and cooperative . . . I was at all times treated like a gentleman and at no time . . . did the union heads ever renege or break their word, or give me pertinent information that was incorrect upon investigation."

WEA IS DIFFICULT
But not so the WEA, the importer said. Granton found the (Continued on Back Page)



On S. F. Waterfront Progressive Party presidential candidate Henry Wallace speaks for a few minutes with striking maritime union members, part of the SS Meigs crew. Wallace called upon the shipowners to end their sitdown strike against the maritime unions and renew negotiations to bring an end of the strike.

Student Paper Calls Shipowner Ad Ridiculous, Aimed Below the Belt

BERKELEY, Calif.—The Daily Californian called the shipowners recent blundering ad in Pacific Coast papers showing a picture of Harry Bridges, ILWU president, and Soviet Foreign Commissar Molotov, "ridiculous."

Said the University paper "Ridiculous, isn't it? Yet this kind of misleading propaganda is constantly being used to confuse issues which are vital to the welfare of all the people. . . the current editorial advertising campaign being conducted by the employers seems to be aimed below the belt."

A few days later Evelyn Gins, chairman of the Berkeley Students for Wallace, praised the paper for its editorial. She also accused the shipowners of trying "to

further delay and excuse the failure of West Coast shipowners to negotiate the economic issues in the strike."

Who Said It?

"This strike is the best thing that ever happened to San Francisco. It's costing us money, certainly. We've lost millions on the waterfront in the last few months. But it's a good investment, a marvelous investment. It's solving the labor problems for years to come, perhaps forever. "Mark my words: When this nonsense is out of the way and the men have been driven back to their jobs, we won't have to worry about them any more. They'll have learned their lesson. Not only do I believe we'll never have another general strike, but I don't think we'll have a strike of any kind in San Francisco during this generation. Labor is licked!"

Turn to Back Page for Name of Author

Hitler-Type Thinking



HOW FAR do the shipowners want to go? Their every public pronouncement swears they will not negotiate with the union's present leadership. They say they cannot and will not do business with communism and or irresponsible leadership.

The shipowners have become so wildly fascinated with the sound of the word "responsibility" that when it comes to showing any to the people of the West Coast through truthfulness in those public pronouncements they forget what the word means, witness the use of the Molotov picture. (See Page 5.)

After the ILWU exposed this phoney maneuver, the shipowners grew wilder still. Their ex-FBI publicity man is reported to have sworn at citizens of San Francisco who followed the union's suggestion to telephone the shipowners and ask why they are putting so much effort into misleading the public. It upset the shipowners to look silly.

They couldn't think of a better comeback, however, than more repetition of the "We'll never, never do business with communism" line. They issued a "White paper" repeating this.

The same "white paper" states: "We have not engaged in and do not intend to engage in union busting"

A MORE honest statement of the shipowners' inner ideas would cut the chatter and say simply, "We'll never, never do business with unionism." Any dockerman who was on the Pacific Coast waterfront in 1934 or 1937 will have no doubt in his mind as to whether the shipowners intended union busting then. Every dockerman who has noted the shipowners' 14 years of screaming against the ILWU will doubt that they like unions of the workers' choosing.

A dockerman who thinks through the shipowners' idea that they have a right to say who will not lead the union will come to the conclusion of necessity that what the shipowners have in mind is to select who will lead the union.

We can easily understand why the ship-

owners would like a company union with officials well-trained in the art of sellout.

We can understand why the shipowners have their eyes glued on the goal of 20,000 longshoremen crawling on their bellies and costing very little indeed.

We think, though, that they have forgotten two things, the militancy and the understanding of the longshoremen.

THE DOCKERS are militant because experience has proved it the only way to maintain a decent living.

And the dockers understand that the shipowners have taken a lesson from Hitler who cut off the leadership of German unions, then wasted no time in bringing every rank and file worker under his thumb in the fascist labor front. The shipowners won't stop with the leadership either. They want to go all the way, and that means fascism.

The ILWU doesn't like fascism. It has therefore called the shipowners' hand with a proposal for a rank and file negotiating committee to settle the strike, with no officials, national or local, allowed.

If the shipowners don't want to go all the fascist road of union busting, they should have no qualms about accepting this union proposal.

The DISPATCHER

MORRIS WATSON, EDITOR

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U. S. Bigshots Say Franco Is a Worthwhile Friend

By ISRAEL EPSTEIN

Senator Chan Gurney, Republican of South Dakota, is chairman of the Senate armed services committee and one of the most powerful Americans on military matters. Gurney has just returned from a visit to Spain. On October 5 he presented a plan for a U. S. military alliance with Generalissimo Francisco Franco to Defense Secretary James V. Forrestal, Army Secretary Kenneth C. Royall, Navy Secretary John L. Sullivan and Air Force Secretary W. Stuart Symington.

James A. Farley, now a Coca Cola Company executive, is ex-chairman of the Democratic National Committee and still a power in the party. Farley too has just come back from Spain, urging negotiations with Franco for "a common stand against Russia." The fascist Spanish dictator, Farley says, "could make some very pertinent and worthwhile observations" to the leaders of the Allied forces and it might be well for them to have them, and that makes it "bipartisan."

Finally, to cap matters, dispatches from Paris describe similar activities by Secretary of State George C. Marshall, in whose person bipartisan foreign policy is combined. Marshall, according to these dispatches, is trying to get the United Nations to rescind its outlawing of Franco as the last Nazi Axis satellite still ruling a European country. The UN General Assembly, on December 12, 1946, had asked all member states to recall their ambassadors and ministers from Spain.

NO APOLOGIES

The spectacle of U. S. leaders not only making up to Franco but soliciting his advice for western "defense of democracy" is sickening. That it is made public now, with no apologies, is part of the same brazen reactionary drive that led General Lucius D. Clay, U. S. occupation chief in Germany, to extend clemency to Nazi financiers, militarists and torturers like Hse Koch of Buchenwald. Clay, by the way, also visited Madrid last May—on his way home from the U. S. British-French-London conference which made western Germany a partner in the western alliance.

Although the U. S. public has heard little of it, Washington deals with Franco as old. The only new thing is that Americans are now deemed to be so panch-drunk from "red herring" headlines that frankness is thought safe.

NOT NEW

The Taft-Hartley House of Representatives actually recommended including fascist Spain in the Marshall plan on March 30, when the proposal was quickly hushed by a House-Senate joint committee. The Republican United States News & World Report reported even further back, on January 30, that "if U. S. troops had to be rushed to Europe tomorrow they could land on Spanish airfields developed and equipped by Americans for American planes. Generalissimo Franco has signed an agreement to this effect." It is not the "Berlin crisis," or any other recent development, that led to flirting with fascists.

What did? Some names may give us a clue. Myron C. Taylor has been chairman of the board of U. S. Steel Corporation and more recently U. S. envoy to the Vatican. Taylor, with War Department officials, saw Franco in April. At the same time a semi-official Spanish mission, composed mainly of bankers, came to the U. S. It was headed by Franco's foreign minister, Lequerica, who through his ties with Nazi cartels, was formerly Franco's

chief contact man with Hitler. Lequerica, an ambassador to France in 1941, was go-between in the surrender of France to the Nazis.

Soon after Lequerica's Washington visit Westinghouse Electric announced it would modernize Franco's railways. Henry Ford II declared he would build factories in Spain. Facts began to fill out a statement made by Spanish economist Jose Barcelo back in 1945 that "there is complete harmony between the Spanish and American. U. S. Defense Secretary Forrestal, Air Secretary Symington, Marshall plan administrator W. Averell Harriman are all Wall Street bankers.

So the new alliance rolls along. The question now is what "worthwhile observations," as Big Jim Farley calls them, Franco can make to western leaders. Gurney reminds us, for one, that Franco has been "anti-Communist since 1936." He does not say that Franco, since then, has overthrown the Spanish republic by armed revolt, massacred workers, suppressed Spanish unions, outlawed Freemasons and Protestants, lent troops to Hitler, sheltered Nazi submarines preying on Allied shipping and banned films criticizing anti-Semitism.

Franco still shoots republicans, liberals and unionists every day. Is this what he has to teach the Taft-Hartley men, who are so far only beginners at such games but want to play them all over the world?

Typo Union Presses for Labor Daily

INDIANAPOLIS, Ind. — The possibility of a labor-owned, financed and managed daily newspaper has become immediate with the announcement of the AFL International Typographical Union that, if enough unions will help, an established daily can be bought to play them all over the world?

At its convention in August the ITU, in the midst of a battle against Chicago publishers backed by the Taft-Hartley law, called on all labor organizations to work toward labor's own paper with nation-wide circulation.

The policy of such a paper would be neither AFL nor CIO nor any particular union. "In spite of differences which exist among various sections of the American labor movement," said the ITU, "there are many subjects on which all of us are substantially agreed, such as opposition to government by injunction, repeal of the Taft-Hartley law, extension of social security, development of a taxation system which will lighten the burden on wage earners."

LABOR LACKS VOICE
The ITU called attention to the present lack of means to tell the story of organized labor even to its own members "to whom the kept press has given biased, and often deliberately falsified, accounts of negotiations, strikes and litigation in which the workers' unions have been involved."

"The existing labor press of America, while it has done a courageous and creditable job in resisting the wrongs perpetrated against labor, has nevertheless been limited in its effectiveness by the fact that readership of each individual organ has been restricted to a particular area, a particular craft, or a particular industry," said the ITU.

What all labor needs is a daily for its mutual defense against common enemy.

Wallace Takes Campaign Directly To Striking Waterfront Workers

SAN FRANCISCO — Progressive Party presidential candidate Henry Wallace took his campaign for election to the workers of the waterfront here when he made fighting appearances at a number of maritime union picket lines. Everywhere he stopped he was greeted by large and wildly cheering crowds of strikers.

While Truman and Dewey ignored the maritime and oil strikers and labor in general, Wallace honored the unions by visiting their strike lines and assured them of his 100 percent support of their cause.

He gave strong words of encouragement at each place he stopped. Besides calling at the headquarters of Local 10 he spoke a few words at the long-shore hiring hall and was greeted with an ovation.

WON SACRAMENTO CROWD

In addition, Wallace visited the Joint Action Committee, the Marine Cooks hall and joined with large groups of pickets concentrated around the piers where West Coast ships are tied up by the strike.

The day before his wind-up speech in San Francisco's Civic

Auditorium, he drew a crowd of more than 2,000 in the California capital of Sacramento. More than \$2,000 was raised to help replenish the coffers of the Progressive Party.

Climax to his bay area stay was the meeting at the Civic Auditorium on October 6. Nine thousand enthusiastic persons heard Wallace deliver a fighting speech against the bi-partisan foreign policy of the Republicans. He ore into the domestic counterpart of this policy and accused the monopoly interests of having fomented the maritime and oil strikes in an effort to bust completely the strong and militant maritime and oil workers unions.

ILWU President Harry Bridges preceded Wallace with a speech which traced the maritime history of the Pacific Coast and described how the shipowners precipitated the present strike. He was given an ovation.

The San Francisco meeting was marked as the greatest political rally in San Francisco history by many long-time political observers. The enthusiasm missing at Truman and Dewey rallies was evident at the Wallace meeting. The fat and prosperous were not there with their polite handclapping. But the workers and the common folk of this city of organized labor were strongly in evidence.

Only by voting for the Progressive Party, Wallace said, can the people of the United States vote for these essential aspirations. As Wallace said: "The X you mark on the ballot for the Progressive Party will help mark the spot where reaction fled."

Following his brief stay in the bay area, Wallace took off for Portland, Seattle and other Northwest cities to drive home the message of the Progressive Party. "Security, abundance, peace"



Wallace in Portland Progressive Party presidential candidate Henry Wallace drops in on the Portland Joint Action Committee October 7 to greet maritime workers now on strike against the Pacific Coast shipowners. Left to right: Francis J. Murnane, candidate for the Oregon State Legislature, John J. Fougere, director of JAC publicity committee, Thomas G. Moore, director of the Progressive Party in Oregon. Big fellow behind Fougere is member of the Wallace party.

Broad Support Encourages Maritime Unions to Hold Fast Against Destruction by Shipowners

SAN FRANCISCO — The Progressive Party came to the fore in the ranks supporting the maritime strike last week with the launching of a nationwide campaign by the Progressive national labor committee.

The committee urged all U. S. unions to write President Truman "requesting that pressure be brought to bear on the subsidized shipowners and the Waterfront Employers Association to negotiate with the striking unions."

The Dutch Transport Union has asked ILWU President Harry Bridges to let it know "in case ships have been handled with scab labor, stating the names of these vessels and their ports of destination." The Dutch workers are giving full backing to the strike.

FRENCH DOCKERS JOIN

A similar request came from M Baudin, general secretary of the French National Federation of Port and Dock Workers. "Our dockers will refuse to unload ships which might be loaded in America by strikebreakers or by soldiers," he wrote the ILWU. "You should right away let us know the names of these ships."

Baudin wrote: "We wish you victory in the abolition of the Taft-Hartley law and the solution and consideration of your demands."

ILWU members in non-maritime sections of the union are adding their voices and money in support of the strikers.

"Your fight for existence is our fight," wired sugar workers in the Territory of Hawaii, themselves just through with a rough negotiating period.

Here in San Francisco Warehouse Local 6 is selling stamps put out by the San Francisco CIO Council for 25 cents to \$1 for the maritime strike fund. The warehousemen are calling meetings in every plant to discuss the issues of the strike, and collecting canned food for the soup kitchens.

DANC AID HIT

Local 6 members at McKesson and Robbins assured the maritime workers that the aid and comfort given by the Distributors Association of Northern California to the union busting efforts of the shipowners does not sit well with the warehousemen, and that they will fight their employers on this issue.

came through with \$100 donated to the strike fund before any other Local 6 house.

Shipowners Local 2 has already donated \$700 to the Joint Action Committee and is helping distribute JAC leaflets.

In New Orleans, Local 207, in Chicago, Local 208 and in Cleveland, Local 209 declared the "issues at stake are bigger than the maritime unions. On the outcome of the strike hangs the future of unionism on the entire west coast and throughout the country."

FURNISH SPEAKERS

Warehousemen in these locals offered to speak or send any information on the strike to local union meetings.

Local 26 Warehousemen in Los Angeles are donating \$2,500 to striking Local 13 members.

The National Association for the Advancement of Colored People, the American Friends Service Committee, the 19th Assembly of the Independent Progressive Party, AFL Carpenters, AFL Machinists Local 68, AFL Plumbers and Steamfitters Local 38 and all CIO unions in San Francisco are on the list of supporters.

The United Automobile Workers in Oakland have donated \$1000 to the strike fund. Large sums have come in from the CIO Amalgamated Lithographers, Utility Workers Local 133, United Steel Workers Local 1798, United Brotherhood of Telephone Workers Local 100, San Francisco-Oakland Newspaper Guild, Textile Workers Local 146 and Local 158, Transport Workers Local 506 and American Communications Association Local 158.

AFL SENDS DONATIONS

AFL Pile Drivers and Dock Builders Local 34, Construction and General Laborers Local 261 and Miscellaneous Employees Local 110 have given money. Donations from individuals total well over \$100.

A telegram from the Santa Clara CIO Council endorsed the "fight to keep hiring halls and all improved conditions gained by previous 1934 fight."

SOLID LINEUP

The California Legislative Conference and the Berkeley Students for Wallace are solidly behind the ILWU.

In San Pedro, Calif., the CIO National Maritime Union, AFL International Ladies Garment Workers Local 65, and the CIO

Electrical Workers have voted 100 per cent support to the strikers.

AFL Carpenters Local 721 rescinded a former action supporting Lundberg's raid on the MS Rolando, and condemned Sailors Union of the Pacific strikebreaking along with lending "whole-hearted support to the maritime strikers."

NEWSBOYS PRAISE BRIDGES

Los Angeles Newsboys in a leaflet to their members said: "In the early days when we didn't know unionism from rheumatism . . . Harry Bridges was the man who helped guide us over a lot of rough spots . . . Without his guidance we might not have succeeded in holding our union together . . . We can honestly say that our debt to the longshoremen can never be fully paid. Let's help them 100 percent."

The newsboys have distributed 50,000 maritime union leaflets to the public in Los Angeles.

AFL Screen Set Designers Local 1421 has started a drive to collect funds for the strikers and pledged solidarity.

In Astoria, Ore., the convention of Boommen & Riggers District Council of the CIO International Woodworkers of America announced whole-hearted backing.

MONEY BACKING

The Portland Industrial Union Council, representing most of the CIO locals in the city, went down

the line behind the strikers, unanimously voting to set aside \$500 for the fight.

The National offices of the CIO United Farm Equipment and Metal Workers of America and the United Office and Professional Workers of America joined the fight, demanding that the shipowners "sit down and deal fairly with their striking workers."

The AFL International Union of Operating Engineers in Washington, D. C., wrote the ILWU: "We are very sympathetic with you . . . and hope you will be successful in conducting this strike." The Engineers pledged to write President Truman for action.

PUT PRESSURE ON TRUMAN

A call to Truman and the U. S. Maritime Commission to bring pressure on the shipowners to bargain was sent by the National officers of the CIO Food, Tobacco and Agricultural Workers. They urged all FTA affiliates to back the strike.

In New York the Women's Auxiliary of the NMU pledged full cooperation in the strike, stating the women "realize, particularly in our position as wives and relatives of merchant seamen, the importance of the fight to maintain the hiring hall and to keep and raise the standards of the maritime workers."

The NMU Ship's Committee of the SS Uruguay off Buenos Aires October 1 pledged financial aid to the striking unions.

ILWU Wire to Toledano Hailed in Latin America

MEXICO CITY, Mexico.—Wide publicity was given throughout Latin American countries to the message which the ILWU Executive Board sent to Lombardo Toledano, President of the Federation of Latin American Workers, protesting the U. S. State Department's denial of a visa to him.

The message, addressed to Toledano and signed by ILWU President Harry Bridges and Secretary-Treasurer Louis Goldblatt, was received here September 27.

BLAME STATE DEPT.

"The refusal of the State Department to allow you to visit the United States is the best tribute to your integrity and honesty as

that the State Department of the United States is completely in the hands and under the domination of monopoly interests.

"We desire to tell you that for each and every one of the workers we represent, the attitude of the State Department does not express the feeling of the North American people. We want all the workers of Mexico and Latin America to know that we repudiate and denounce this refusal as an open act of hostility towards the working class throughout the world.

"We take this opportunity to make clear, in the name of longshoremen, our gratitude for the splendid and magnificent solidarity you have always given to us by the workers of Latin

San Pedro Rally Backs Marine Strike

WILMINGTON, Cal.—The Wilmington Bowl saw a solid demonstration of support for maritime strikers on the night of October 9.

A 300-car caravan loaded with AFL and IAM members and officials came from Los Angeles to hear representatives of their own and CIO unions explain why they are sticking with the maritime unions.

Tommy Bankhead, legislative director of AFL Carpenters Local 634, led the caravan and addressed the meeting.

Other speakers pledging support were Gilbert Zofran, business agent of CIO Fishermen's Union Local 33; C. E. Fredericks, a rank and filer from Oilworkers Local 128, and Frank Green, business agent of the AFL Jewelry Workers.

Speaking for the strikers were ILWU Secretary-Treasurer Louis Goldblatt, who analyzed the strike situation up to the present moment; L. B. Thomas, chairman of the ILWU Local 13 publicity committee; Marine Cooks President Hugh Bryson and Marine Fireman San Pedro Agent Gus Oldenberg. Local 13 President James Corley introduced ILWU Regional Director William Lawrence as chairman of the meeting.

The unionists backed up their pledges of support with food donations

Hedley, Labor School Head, Dies in L. A.

LOS ANGELES.—David Hedley, Southern California director of the California Labor School, died September 30 of a heart attack. He was 37 years old.

Here and in San Francisco where he joined the school staff in 1946, Hedley taught and knew many ILWU members. He was political action director for the San Francisco and California CIO Councils before 1946.

Family survivors are his widow, Jean, and sons, Michael, 2 years old, and John, 8 months.

The first secretary of labor was William B. Wilson of Pennsylvania, who took office on March 4, 1917.

Professional Scab Tries To Break N. Y. Picketlines

NEW YORK—The National Union of Marine Cooks & Stewards (CIO) charged here October 4 that notorious underworld elements were actively engaged in strikebreaking on the New York waterfront.

The union accused the city administration of "neglect of duty" for failing to investigate a written complaint sent to Mayor William O'Dwyer September 23.

"We told the mayor that Tony Anastasia, professional strikebreaker, was attempting to break our peaceful picketlines with underworld thugs . . . probably the same thugs that are trying to muscle into the garment industry," Port Agent C. W. Johanson declared.

Johanson identified Anastasia with the infamous Murder, Inc., gang, "whose hired thugs served as strikebreakers in the 1946 Phelps-Dodge strike and were responsible for the murder of Mario Russa (member of the CIO United Electrical, Radio & Machine Workers)."

Johanson said the union was ready to submit photographs and movie films of Anastasia and his strikebreakers trying to smash

CIO picketlines at the American-Hawaiian Steamship Company.

More than 1,400 strikers from 24 ships in New York are backing the west coast maritime walkout. Picketlines are active on all piers where the ships are berthed but several of them have been unloaded by the International Longshoremen's Association (ILA), which is not supporting the strike.

Vice President Frank W. Nolan of the Jarca Stevedore Corporation admitted that Anastasia was working for his company. "But," he explained, "he is a union man. We have no knowledge of any criminal record of his."

Johanson was quick to point out that Anastasia, once held on \$100,000 bail in connection with Murder, Inc., was indicted on charges of atrocious assault and battery during the 1946 Phelps-Dodge strike and was termed by a Brooklyn district attorney as "part and parcel of the Murder, Inc. mob."

Officials of American-Hawaiian denied strikebreakers were unloading their ships and claimed that all discharge operations were conducted with the approval of ILA officials. ILA President Joseph P. Ryan was unavailable for comment.

Europe Interim Report

(Continued from Page 1)

one of its main planks in the coming election to increase it to three weeks.

OTHERS CAN LEARN

Much can be learned by other countries regarding social security, splendid housing for workers, not on paper but actual and under construction. In all Scandinavian countries one sees large blocks of beautiful workers flats, light and airy with all the latest conveniences built and operated by Cooperatives, the Municipalities with grants from the National treasury. Rents are cheap, and what in our opinion makes these projects such a great success is that loan sharks, real estate trusts, gamblers, etc., are completely out of the picture. These homes have parks, playgrounds, swimming pools, recreation halls, etc.

What goes for Sweden has been pretty well followed by Norway and Denmark. There also the Trades Unions are consolidated into one Federation and very actively taking part in National and local politics. In fact we were told in these three countries that without this participation they would not have been able to bring about the social advances.

All three countries are very beautiful. Stockholm, Oslo and

Copenhagen are very fine cities with great natural beauty.

MAJOR ENTERTAINS

In Denmark (Copenhagen) for a whole day we were the guests of the Mayor of Copenhagen who had assigned a Municipal official to escort us through the town and surroundings and show us the workers' homes. And the thing of particular interest to us were the flats for the old age pensioners in beautiful locations. The old folks in addition to receiving at least 200 kroner per month only pay about 30 kroner per month rent for a couple and less for single persons. The government is continually expanding the program. In all these things America can learn tremendously.

In Denmark also they have extended programs of free medical, hospital, surgical and dental care with adequate compensation to the workers in the way of sick benefits. The American medical trust has been calling this "totalitarianism," "Socialism" and even "Communism," but regardless what they call it they are great things for the people who work.

A few words about the workers engaged in longshoring and dock work. In Scandinavia they have what they call Transportworkers Unions, that comprise dockers and truck and bus drivers, the workers engaged in the inland river and harbor traffic and on about everything that moves or has to be moved. Of course, each group has great autonomy insofar as their own particular problems are concerned, but the complete structure forms great collective strength.

EIGHT HOUR DAY GOVERNS

The eight hour day in longshoring is a general practice, overtime and work on Sundays and holidays being heavily penalized in the form of twice and three times the base pay scales. And of course overtime is not a general practice. Sunday work is practically unknown and night work in Sweden and Norway is no problem. In these two countries dispatching and hiring is much the same as we know it, and moreover, fine dining halls, showers and lockers are provided everywhere. And the workers themselves see to it that these places are kept neat and sanitary.

In Denmark conditions for dockers are not so good; they have the old shape-up, no system of rotation and wages and overtime rates are far below those of Sweden and Norway. Naturally, we heard much grumbling from the workers we talked to about not getting their share of the work. Oh, yes, and in Sweden and Norway work on the docks on Saturdays ceases at 12 and 1:00 o'clock.

All the ports are extensively mechanized with cranes and the most modern equipment with little to do for winch drivers. And as for checkers and clerks (Tallymen they call them) they are generally in with the dockers. They act, think and talk much the same as our own checkers and many of them even wear those khaki smocks or dusters and of course book and measuring stick is part of their equipment.

DESCRIBE CO-OP GROUPS

A few words about the Cooperative movement in Scandinavia. It is well known that the people there were way ahead in this field. We have now seen and heard what has been accomplished by the Cooperatives. As mentioned they go in the field of housing, while the consumers' cooperatives have large stores throughout the three countries and also go in very extensively for production and manufacturing. All the establishments are

the most modern, wages and working conditions are the best and they work in the closest contact with the trade unions from where the cooperatives originally sprang.

Members of the cooperatives share in the profits and enjoy the lowest possible price level and a fair and equal distribution of scarce commodities. And the policy of the cooperatives forces the private concerns to keep prices on an even level. The investment in buildings, plants, factories, stores, housing runs into the millions. The people who manage the cooperatives mostly came from the trades unions and they are tops in intelligence and devotion to the movement. No wonder radio commentators such as Fulton Lewis, who is an employe of the American Food Trust, vilifies this great movement. The cooperatives are the greatest threat to the food monopolists.

There are many other things of tremendous interest to the American worker that we could tell you about these Scandinavian countries. We'll have to save it for our full report. Only this deserves telling here, the trade unions carry on very extensive educational, cultural and vacation programs; they publish fine daily, weekly and monthly papers and journals.

SUSPECT ECA PLAN

With respect to the Marshall Plan as a whole people are in an attitude of waiting. They are keeping their fingers crossed. Most of them are suspicious and say frankly there is no Santa Claus. What we did hear around from labor leaders and the man in the street was this: If the Marshall Plan develops into open and outright interference in the political, economic and trades union affairs, the people will oppose it with all their strength.

Scandinavians say we haven't done so bad by ourselves and what we have is worth preserving and open for further improvements, but we shall insist in doing things in our way.

With some leaders we had lengthy discussions about the Marshall Plan and other world matters. These leaders were very skeptical about the Marshall Plan and the intentions of the people who administer it. We believe that actual experience will largely determine their future attitude.

About Holland, Belgium and the United Kingdom we will tell you in a later report. Holland as far as the trades unions are concerned is a sad picture of division and disunity, there being four organizations competing for the support of the Dutch worker, left wing, semi-social democrat, protestant and catholic. We called on the first three and were given very courteous treatment. The Catholic Federation refused to see us.

In accordance with cables and letters we received from you concerning the strike we are busy lining up support from the European transport workers. We have written you in separate letters and cables. Two of us, Brown and Stuyvelaar, are now in Paris trying to confer with the WFTU; Napuuna and Zuber are in London from where they will be active.

Meanwhile our warmest regards to all the brothers in the ILWU, particularly the boys on the picket lines. We are deeply sorry we are not there, but we want them to know that we are doing our utmost to do a job.

Fraternally,
HERMAN STUYVELAAR
JULIAN NAPUUNOA
JOE ZUBER
TOM BROWN

Matsonia Goes Under Foreign Flag

WASHINGTON—According to the ILWU's representative here the Panamanian Line which recently bought the Matson Steamship Company's old liner Matsonia, is composed of a Greek and two Britishers residing in Buenos Aires.

The largest number of shares went to Eugene Ugenidis, a Greek who lives in Switzerland. The two Buenos Aires Englishmen are Thomas Braythwalthe and Spiro Camilleri.

This Panamanian flag steamship company is listed officially as the operator of the SS Argentina, formerly the SS Bergensford, and the SS Protea, formerly the SS American Banker. The outfit has connections with the Swedish American and Home Lines, operators of such vessels as the old SS Drottningholm.

ONLY U. S. DOLLARS
The Panamanian Line is a Greek Swedish set up which now operates four or five old passenger ships between Genoa, Italy, and South America. Most of its source of income is drawn from emigrating Italians. The company will not accept Italian lire or foreign monies, meaning that only American dollars are acceptable for payment of passage.

Originally, the U. S. Navy opposed sale of the Matsonia. This objection was met by insertion of a clause into the sale contract that the new buyers would give the vessel back to the United States "for just compensation" whenever requested. The agreement for her sale also carries a clause which forbids the vessel from operating in any Soviet waters for the next four years.

Los Angeles Warehouse Local Endorses Omerberg

LOS ANGELES—Maynard J. Omerberg, Independent Progressive Party candidate, received the endorsement of the ILWU Local 26 executive board recently for election to Congress from the 15th district.

The board reaffirmed its endorsements of IPP candidates Francis E. Williams in the 83rd Assembly district and Neal Pettibone in the 85th Assembly district. Pettibone is a member of the union.



Sweet Solidarity Home-made chocolate layer cake is being dispensed to T. Serr, a member of the Marine Cooks, by Marge Hudson, wife of a Marine Engineer, in the Portland maritime soup kitchen. Irish O'Leary, soup kitchen supervisor, stands in the background.

JAC Women Help Canvas San Francisco Grocers

SAN FRANCISCO—Joint Action Committee women concentrated this week on helping the Joint Maritime Food Committee canvas every grocer in the city for donations to the "corral" at Pier 18.

Maritime workers' wives are building up their committees for publicity welfare and the coffee line.

ILWU Auxiliary 16 President Asta Harman has appealed to all longshoremen to get their wives, mothers and sisters into the fight. "We have a tremendous job to do," she said. "So how about a little cooperation from your women?"

Mrs. Harman told the dockers

the women understand why the hiring hall is so important to them: "It is a place where our men get a fair chance to work. It means a brother takes home a full check without having to give part of it back. We need the hiring hall and a raise in pay to meet high prices.

Union Seeks to Save Fisheries

SAN FRANCISCO—The campaign to "save our fisheries" was progressing this month with many CIO unions taking a position against state propositions 6 and 15 which would ban commercial fishing in the Sacramento and San Joaquin Rivers, San Francisco Bay and in Southern California ocean waters.

These propositions would throw more than 40,000 out of work, lower the supply of fish to consumers and result in higher prices to set up preserves for a few wealthy sportsmen.

The CIO Fishermen's Union is sparking the drive for the defeat of 6 and 15.

Milk prices in New York city have risen 13 times since 1941.

Local 6 Drives To Get Out Vote

SAN FRANCISCO—Almost 200 members of ILWU Warehouse Local 6 are driving to get out a progressive vote in November. The local's political action committees in every unit are collecting \$1 voluntary contributions and lining up doorbell punchers.

The warehousemen sold some 500 tickets to the Wallace meeting here last week.

THE ONLY THING RED WAS THE SHIPOWNERS' FACES.



Harry Bridges, ILWU President, and V. Molotov, Foreign Minister, U.S.S.R.

The shipowners ran into a boomerang October 1 and 4 when they ran an advertisement in which they used a picture of Harry Bridges with Foreign Minister Molotov of the Soviet Union.

The ILWU came back with an immediate ad in which it reprinted the picture of Harry Bridges with Molotov and then showed what the shipowners concealed from the public—namely, that the picture was taken at a United Nations reception which was attended also by shipowners.

The reply advertisement by the ILWU included the facsimile of a letter from Adrien Falk—an outstanding supporter of the shipowners—in which he thanked the persons who had invited him and said that he would have canceled any engagement in order to meet such a "vital and brilliant world figure as Molotov."

V. P. of Stupidity

The ILWU was also able to print in its ad a picture of Henry F. Grady shaking hands with Molotov. This picture was taken at the same reception at which the Bridges picture was taken.

All over San Francisco, even up and down Montgomery Street, people were laughing at the employers. One assistant city editor in a San Francisco newspaper went out of his way to call the ILWU and say:

A small businessman told the employers they hit below the belt.

"Who in the hell is the vice president of stupidity for the employers—he is doing a good job."

Resentful Businessman

Several small businessmen called the international headquarters of the ILWU as a result of the two ads. One of them said:

"I called the employers and told them that I very much resented their dragging into the picture two good friends of mine."

He referred to two people mentioned in a list of guests who were present at the Molotov reception, which was held during the formation of the United Nations in San Francisco in 1945.

Hit Below the Belt

"It was the union who dragged those names in," an employer representative told this small businessman.

"Oh no," said the small businessman, "it was you who dragged them in because the union had every

right to protect itself after you hit below the belt as you did."

The employers' man, who was identified by the small business man as Robert Mayer, a former FBI agent who is now employed by the shipowners, said to him:

Why Not Say So?

"We feel we are justified because we know that Harry Bridges is a Communist." The small business man said:

"If that is true why do you not say so straight out. Why do you not take an ad in which you say that?"

According to the small business man who called the ILWU, Mayer said:

"Why should we waste our money?"

The small business man said:

"I'll Pay the Bill"

"Take an ad in every bay area newspaper. I will pay the bill if you will sign the ad and take responsibility for saying straight out that Harry Bridges is a Communist."

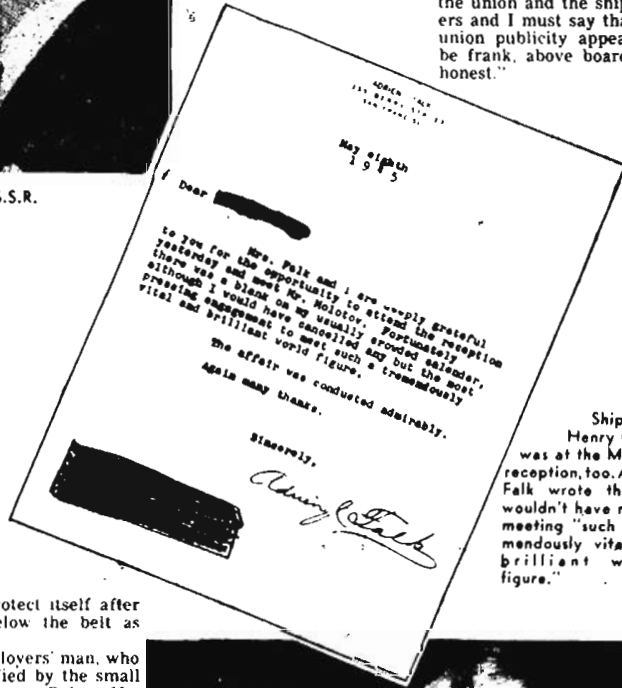
At that point the employers' man—Mayer—blew his top, so said the small business man. Mayer told him:

"Mind your own G— D— business."

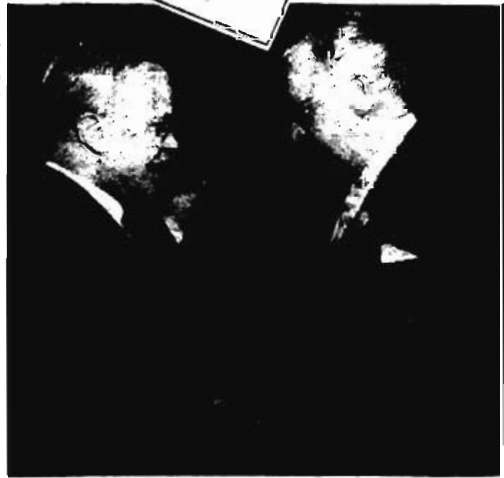
Know Who Lies

The small business man thereupon called the union and told the union he was terribly burned up. He told the union further:

"I have not and I am not taking sides in this dispute but I do want you to know that I think I now know who is lying. I do want you to know that while I am not taking sides I have read the publicity and the ads of both the union and the shipowners and I must say that the union publicity appears to be frank, above board and honest."



Shipowner Henry Grady was at the Molotov reception, too. Adrien Falk wrote that he wouldn't have missed meeting "such a tremendously vital and brilliant world figure."



Lewis Says Truman Is 'Cowardly, Scheming, Dangerous and Malignant'

CINCINNATI (AP)—Opening the fortieth convention of the United Mine Workers (unaffiliated) here October 5, President John L. Lewis made a searing hour-long attack on President Truman as "a man totally unfit for that position."

Performing in his usual biting oratorical fashion, Lewis called Truman "cowardly, scheming, dangerous, malignant."

"At no time during his speech did he refer to Republican candidate Thomas E. Dewey."

In a printed officers' report, however, Lewis condemned the

Republican-controlled 80th Congress, accusing it of taking instructions from the National Association of Manufacturers and the U. S. Chamber of Commerce.

Some 3,000 delegates were on hand as Lewis tore into Truman's record, starting with the President's position on the Taft-Hartley act.

"Mr. Truman says he is against the Taft-Hartley act. He says he vetoed the act. He did veto the act for the record to be used in this campaign, after the majority of his party in Congress voted to enact that reprehensible piece of legislation."

"But he did not try to have his veto sustained by Congress, because if he had tried to have the Congress sustain his veto in any ordinary way the Taft-Hartley act would not have passed the Congress again over the veto of the President."

Lewis pointed to Truman's use of the Taft-Hartley act as proof of his bias. Some 31 times, he said, Truman has used the injunctive provisions of the law, twice against the UMW.

"Citing the \$2,130,000 in fines against the UMW and himself personally, Lewis told the delegates representing more than 400,000

miners that the money came from dues collected out of the "sweat and peril of union members." He accused Truman of cowardice for not trying to railroad him to jail, saying Truman knew his imprisonment would not be accepted in the coal fields.

Insisting that the UMW would never accept any restraints on its right to strike, seek higher wages or improve working conditions, the mine workers' chieflain denounced other labor leaders who, he said, lack courage.

"It is true, too," he said, "that too many leaders of the AFL and CIO could be called down to the

White House at the whim of the President. And while they they would sell out the labor movement and sell out their own union for a lunch."

Attorney General Tom Clark was singled out along with Truman for special choice bits of Lewis invective. "He (Clark) tapped my telephone wires at home and in the office and all the telephones of the UMW," Lewis said, after happily explaining how "our boys threw out . . . one of his gumshoe men . . . who was caught right at the control box in the basement at the telephone."

DOCKS & TERMINALS

Oakland Council

The Oakland City Council has refused to reconsider its earlier action tabling a motion presented by the Joint Action Committee of the San Francisco East-Bay area. A large group of maritime union strikers met with the Council September 28 but they failed to convince the Council it was in the public interest to telegraph President Truman asking him to bring pressure on the Maritime Commission and through the Commission get negotiations with the unions started again.

Vernon Lantz, Scott Weakly and Richard Pease, labor-backed councilmen, voted in favor of the JAC motion.

Protest Scabs

Picket lines were placed before the Army's Fort Mason employment offices after the period of grace allowed by the maritime unions had elapsed. The Army asked that unions go along with them for awhile in working the strikebreakers which the Army hired before the contract between the ILWU and the independent Mutual Stevedoring Co. was signed.

When the Army showed no intention of living up to its commitment to assign these scabs to non-loading operations, the ILWU restored the pickets.

Overtime Beef

Matson Steamship Co. is refusing to pay Marine Cooks and Stewards Union members for some 2,000 overtime hours due to them.

At the same time Matson wants some perishables moved from off its vessel Hawaiian Planter. The Joint Action Committee will not clear this ship until the overtime pay beef is settled.

Commercial Agreement

A contract between ILWU Local 12 and the Commercial Marina Co. of Coos Bay, Oregon, was signed last week to cover the loading of several foreign ships in the port.

J. J. Moore, of San Francisco, the agent for the foreign steamship companies however, refused to allow the loading work to proceed.

Welfare

In an effort to get San Francisco welfare and relief agencies to consider single striking maritime workers, the Welfare Committee of the JAC held a public demonstration at the San Francisco City Hall last week.

Delegations were sent to the Welfare Board and to the San Francisco Board of Supervisors to get them to give the striking maritime workers a better break, but to no avail.

John Lindberg, director of the Community Services Department of the CIO Council, told the rally before City Hall, that the immediate issue is relief for single men, but the CIO is also deeply concerned with the general policies of the Welfare Department.

Festival Goods

Sheriff Dan Murphy, of San Francisco, represented by Chief Deputy Howard Dunn and Assistant Tom Green, swore in gangs of longshoremen October 8 to discharge 78 cases of goods for the Portola Festival belonging to the Chinese Consolidated Benevolent Association.

The gangs will be paid by the Sheriff's Office at the old rate of pay plus the 15 cent per hour wage increase and an additional 5 cents in lieu of vacations.



Protest Part of the men on the regular daily picket line before the Army's Fort Mason employment office in San Francisco demand that the Army stop using scabs doing longshore work. Shown above are some of the members of Local 10 assigned to do protest picketing as part of their regular strike activity.

The Chinese Association requested the ILWU to unload the goods. The union acceded to their request but the shipowners turned the Chinese down with several obvious run arounds.

The goods, valued at \$7,000, were on the APL ships, the General Meigs and the President Wilson. Position of the ILWU was that a stevedoring firm must be a party to the agreement in order to prevent the union from being branded trespassers.

Finally, the Sheriff was served with a court order sworn out by Supervisor Marvin Lewis to deputize longshoremen to unload the Chinese goods.

Legion Puppets

The ILWU was informed recently that the WEA made a deal with forces high in the councils of the American Legion to activate individual members of the Legion in the ranks of the striking unions. Legion members were asked to press their local unions to comply with the non-Communist affidavits section of the Taft-Hartley Law.

Howard Bodine, strike coordinator for the ILWU, wrote a letter to all longshore and clerks locals warning them of this newest divisive attempt of the shipowners.

He said: "We advise all locals to take action so that this program of the WEA will be defeated."

SS General Gordon

Shipsclerks Local 34, ILWU, tied up the APL liner General Gordon for five hours on October 5 as a result of WEA's refusal to contribute its pro-rata share of the dispatcher's salary.

WEA's position was that they would accept the dispatcher's services but would not consider paying him for his work. The ship was later cleared, however, for unloading of mail and baggage, when the union was assured that the shipowners would reconsider their hasty action.

Stockton Port

Port Commissioners of Stockton, Calif., have voted to open the Port for terminal operations allowing Army cargo to be worked. These authorities also went on

record as being neutral regarding the strike.

Cole Jackson, member of the ILWU Coast Negotiating Committee, reported to Local 10 on October 6 on the efforts to get the port of Stockton back in operation.

Stockton City Council had already adopted a program first suggested by the ILWU.

The City Council subscribed to a strictly neutral position in regard to the present maritime strike.

Terminal work comprises approximately 80 per cent of the normal work of the port.

Copra Cargo

On request from the American President Lines San Francisco longshoremen have agreed to discharge 1,750 tons of bulk copra from the S.S. Arcadia Victory if it is berthed at El Dorado Oil Works or at one of the Port of Oakland dock facilities. The ship was grounded on Denson Reef on August 31, 1948, and is now leaking. Unloading copra for the safety of the vessel will require a meeting between the company and the union to work out terms for working the vessel and will require that satisfactory arrangements be made with the other maritime unions for manning the vessel while the cargo is worked.

Walk Off

An Army transport from the Far East arrived at Oakland yesterday with a civil service crew. Learning that scab labor hired by the Army would be among those boarding the vessel to unload it the entire deck crew with the exception of two men immediately applied for leaves of absence. Similar leaves were requested and taken by two mates and two engineers.

New Agreement

International Handling Company in Seattle, which has an agreement with the ILWU, which agreement calls for payment of the same wage as may be agreed upon in the future by the Waterfront Employers Association and the ILWU, has voluntarily consented to put the wage increase into effect not later than September 2. This means that the wage decided upon will be retroactive to that date.

Involved in the voluntary agreement are R. C. Clapp, who in another firm is a member of the Waterfront Employers Association of Washington, and C. R. Jones, who is connected with three WEA firms in Portland.

County Institutions

The JAC of San Francisco recommended that stores of the SS Hawaiian Planter at Moore's shipyard, in Alameda, slated to be donated to Alameda County institutions be cleared and removed by County authorities.

Madison Elephant

Local 10 longshore strike committee has sent word to the Governor of Wisconsin that an elephant destined for the zoo at Madison, Wisconsin, will be unloaded if the operators of the steamship line and the stevedoring contractor will cooperate. The Local previously voted to unload an elephant which was destined for the Sacramento Zoo and which had been bought by funds made up from school children's pennies.

Police Violence

Police violence against strikers and women on the Oil Workers picket lines in Richmond, Calif., was protested by the San Francisco JAC. Standard Oil has been getting the cooperation of the Richmond police in its efforts to create a "back to work" movement among its Richmond refinery workers.

Protest to Mayor

A five-man delegation visited San Francisco's mayor, Elmer Robinson, October 7, to protest police interference in the distribution of JAC leaflets at Kezar Stadium, October 3.

Both Mayor Robinson and Police Chief Quigley promised there would be no repetition of such an incident.

Tacoma Beef

Sailors Union of the Pacific goons, backed by some officials of the AFL sawmill union on October 11 forced an ILWU picket line away from a ship loading in Tacoma, Wash., and sought to work the "hot" ship.

Merle Ringenberg, a WEA official in Seattle and four other WEA stooges tried to get work started. A few AFL longshoremen, members of Local 38-87, I.L.A., went through the lines. Most dockers refused. At 10:30 a.m. the same morning, however, no longshoremen were working and those who had gone through the picket lines came off the ship.

William Gettings, ILWU international representative in Seattle notified the AFL in that city that if they insist on interfering with ILWU pickets in Tacoma, "we will stop all AFL people from passing through our lines in Seattle."

Blow to Greek Labor Protested

SAN FRANCISCO — A new blow to the trade union movement in Greece was protested by ILWU President Harry Bridges and Secretary-Treasurer Louis Goldblatt September 28.

In telegrams to Secretary of State Marshall and Greek Ambassador Vasilis Dendramis, they cited the re-arrest of labor leaders Demetrios Paparigas and the court martialing of maritime union leaders Antonios Amabattelos and Vasilis Bekakos as direct blows to labor. "By the Royalist government with United States support."

Bridges and Goldblatt urged that "these three and the eleven others facing the death penalty for 'inciting to strike' be released and that all such suppression of union rights end immediately."



"I can't think of any course offhand that would prepare you specifically for quiz programs"

Sugar Local Maps Fighting New Program

HONOLULU, T. H.—The executive board of the ILWU's huge sugar Local 142 meeting here September 18 and 19, one year after consolidation of the sugar workers into a single local, set a program for the next six months of continued tightening up.

The sugar delegates adopted the recent International Executive Board statements calling the maritime strike a "struggle affecting all labor," reaffirming their confidence in ILWU President Harry Bridges and condemning the Taft-Hartley Law as a move to wreck the trade union movement.

Officers' reports to the delegates, representing more than 20,000 members, stressed the local's good record in withstanding the disruption of Amos T. Garcia and the AFL in the past year. Ignacio, now expelled from the union for life, attempted to lead the workers into an independent union and was thoroughly squelched by a local convention in Hilo last January and subsequent overwhelming vote of the rank and file to stick with the ILWU.

His latest boast that the industrial workers at Laupahoehoe had signed up with him, now chartered by the AFL, was blasted when the NLRB dismissed his petition for election, lacking even the 30 per cent necessary signatures.

CONTRACT ENFORCEMENT

The ILWU officers urged every plantation unit to get its housing classification, grievance and organizing committees in working order to enforce the new contract reached in August.

The board pledged support to Honolulu Rapid Transit bus drivers and Coca Cola workers now on strike for wage increases.

Backing to ILWU Pineapple Local 152 in its coming negotiations and to the Olaa division of the sugar workers now resisting a wage cut and a company attempt at liquidation was voted.

The sugar workers commended Mayor John Wilson of Honolulu and recommended support to Democratic candidates for Territorial office.



Photog Don Beeman, member of Local 8, is the official cameraman for the Joint Action Committee of Portland. He's been a longshoreman since 1934 and his photographers' "darkroom" is the envy of every camera fan in Portland.

Washington CIO Elects Andrews

WEST KESLO, Wash. — Frank Andrews, ILWU Executive Board member, was elected the new president of the Washington State CIO Council at its 10th annual convention meeting here the last week of September.

A fighting program to unite the state CIO was forged during the three-day working session. Leading policies voted were:

Full support to the striking maritime workers in the vanguard of labor's fight against the union-busting Taft-Hartley Act.

Reaffirmation of the CIO's non-partisan stand regarding political action.

Flat rejection of John Brophy's — National CIO Director of Industrial Councils' letter in which he sought to dictate the political thinking of the CIO membership.

A full-fledged battle against all efforts of the nation's reactionary red-baiters to destroy American civil liberties.

Opposition to the U. S. "foreign policy of aggression, intimidation and bribery" followed by the Truman Administration through its bipartisan Marshall Plan.

Matson Seeks to Smash Maritime Unions While Stealing From People

BY WILLIAM GLAZIER

ILWU Washington Representative WASHINGTON, D. C.—One of the largest ship operators on the West Coast has been pressuring the Maritime Commission for the past two weeks to pay off millions on a deal that Congress wouldn't go for last spring.

Matson, ably assisted by Commissioner Joseph K. Carson, Jr., has been trying to palm off the MARIPOSA and the MONTEREY and collect millions from the U. S. Treasury here in Washington while at the same time doing everything to smash the maritime unions on the West Coast.

The MARIPOSA and the MONTEREY were built in 1932; originally they cost eight and a half million dollars each. After operating for ten years and earning big profits for Matson, the Navy took the vessels over and converted them to troop transports during the war. Offered back to Matson in 1946, the Government decided that it would allow the company eleven million dollars for the cost of converting both vessels back to peace time use.

ASK MORE SUBSIDY

Matson decided to do this re-conversion job in its own yard on the West Coast. But the vessels were never reconverted. Too expensive, said Matson. The company estimated that it would require \$18,000,000 per ship to do the job. They wanted the Government to come through with more.

Thus, in 1948 Matson had these two old vessels, now sixteen years old, which originally cost eight and a half million dollars each and which the company valued at about one and a half million dollars each in their books. And Matson wanted \$38,000,000 to reconvert them both. It was some deal. But Congress refused to permit the Maritime Commission to make such expenditure.

The ships lay idle

Just a few weeks ago Matson came to the Commission with a new proposition. Instead of asking for money to reconvert both ships the company offered to sell one for ten million dollars. A vessel which Matson values at one and a half million is offered to

the Government at more than six times its book value.

WANTED DEAL

As for the other vessel, Matson offered to operate her in a subsidized service to Australia and Hawaii.

Admiral Smith, in discussing the MARIPOSA and the MONTEREY before a Congressional Committee last spring had this to say:

"The only place these ships can be used in my opinion, is in the Atlantic, possibly between the East Coast and the east coast of South America. . . . Now it will cost about \$18,000,000 per ship to reconvert them to the passenger trade, and if they do it there is no place in the Pacific Ocean where the ships can operate at a profit. I have checked that up."

The Admiral's opinion is that of the entire Maritime Commission; Matson can't plan to spend \$18,000,000 on each vessel and then operate profitably in the Pacific.

MATSON DEAL IS PHONEY

Experts here in Washington who have gotten wind of the Matson proposition say that it is phoney from beginning to end. Originally the company alone was responsible for not re-converting the vessels to peace time operation. Now they aim to palm one vessel off to the Commission and operate the other on a run that won't pay off unless heavy subsidies are poured into the company by the Government.

This is but one example of the guarantees the ship operators ask for and obtain from the Government.

Right now, as the strike continues, lines like American President and Matson continue to receive subsidy payments from the Maritime Commission. And as their vessels become idle what ever losses they incur are de-

Interracial Marriage Ban Wiped Out in California

SAN FRANCISCO — California's law against interracial marriages, as old as the state itself, has been declared unconstitutional by a four to three decision of the state supreme court.

The court held that marriage is a fundamental right of free men and "must be based upon more than prejudice and must be free from oppressive discrimination." The decision wipes out the law barring marriages of whites with "Negroes, Mongolians, members of the Malay race or mulattoes."

Thousands of California marriages have been annulled on grounds that one of the parties was a member of the race named in the law. The status of these marriages and of others later entered into by one of the parties concerned has not yet been decided.

SUGAR & PINEAPPLE

Outside the Pale

The Territory of Hawaii is outside the pale of federal law according to a decision by the Ninth Circuit Court of Appeals in San Francisco. The 14-year-old Norris-LaGuardia act limiting injunctions against picketing does not apply to the islands, said court, because the act fails to mention the word "Territory."

The decision came in an appeal by ILWU Sugar Workers Local 142 against an injunction issued by Maui Judge Cable E. Wirtz

union parade at the Maui Agricultural Company was branded a violation of his ban.

Local 142 appealed its case to the Hawaii Supreme Court, then to the Ninth Circuit Court, and is now planning an appeal to the U. S. Supreme Court.

Hawaii employers hailed the decision, Dwight Steele, president of the Hawaii Employers Council, commenting that Hawaii courts will be able to grant prompt injunctive relief.

No Scapegoat

Local 142 charges that Olaa

deducted from the excess profits that would normally go to the Government from any subsidized operator.

The Maritime Commission furnishes the union-aiding funds for the subsidized operators.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 2, 1939, AS AMENDED BY THE ACTS OF MARCH 3, 1953 AND JULY 5, 1946.

Given: The Dispatcher published every two weeks at San Francisco, Calif., for October 1, 1948.

State of California, County of San Francisco—

Before me, a notary public in and for the State of California, personally appeared Morris Watson, who, having been duly sworn according to law, depose and say that he is the Editor of The Dispatcher and that the following is, to the best of his belief, a true and correct statement of the ownership, management (and if a daily, weekly, semi-weekly or tri-weekly newspaper, the circulation), etc. of the aforesaid publication for the date shown in the above certificate, required by the Act of August 2, 1939, as amended by the Act of March 3, 1953, and July 7, 1946, Sections 1041 (a) (1) (law and regulations), printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher: Morris Watson, Longshoremen and Warehousemen's Union 150 Golden Gate Ave., San Francisco. Editor: Morris Watson, 150 Golden Gate Ave., San Francisco. Managing Editor: None. Business Manager: None.

2. That the owner is: (If owned by a corporation, its name and address must be stated and immediately thereunder the names and addresses of stockholders owning or holding one per cent more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as that of each individual member, must be given.) International Longshoremen's and Warehousemen's Union, 150 Golden Gate Ave., San Francisco.

President: Harry R. Bridges, 150 Golden Gate Ave., San Francisco. Secretary-Treasurer: Louis Goldblatt, 150 Golden Gate Ave., San Francisco.

3. That the known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state). None.

4. That the two paragraphs near above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear on the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation in whose name the stock is held, is given; also that the said two paragraphs contain statements embracing more or less than the full amount of a bona fide owner; and that the said two paragraphs contain statements embracing more or less than the full amount of the stock, bonds, or other securities then as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is— (This information is required from daily, weekly, and tri-weekly newspapers only.)

MORRIS WATSON Editor. Sworn to and subscribed before me this 13 day of September, 1948. (Seal) DOROTHY BERGER My Commission expires October 7, 1949.

WAREHOUSE & DISTRIBUTION

Sacramento Contract

Thompson & Holmes in Sacramento, Calif., signed with Local 17 October 1 after all its workers joined the union. The new contract provides for \$1.37 1/2 base rate, a raise of 37 1/2 cents from \$1 an hour for freight handlers, six paid holidays, vacations, overtime pay and no discrimination.

Refinery Negotiations

California and Hawaiian Sugar, which bought out Western Sugar's big San Francisco Refinery recently, is meeting with Local 6 on the question of the warehousemen's contract which extends to 1950.

Local 6 contends that when one company buys out another the labor contract goes with the plant. Some 600 jobs are involved.

The C & H Refinery in Crockett, Calif., shut down October 1 for lack of raw sugar. Negotiations with Local 6 for a new contract are continuing there.

Are Contracts Binding?

Safeway Stores has received the backing of the Distributors Association in its attempt to put through a splitting wage increase for Local 8 warehousemen. It is offering the 10 cent raise due 11,500

ers under the June DANC strike settlement.

Safeway granted 10 cents only to those working at the base rate, a minority of its workers.

The DANC notified Local 8 that although it considers Safeway still by the master contract, said Safeway is not bound to put into effect that provision of the contract calling for an across-the-board raise.

Local 8 is contending that as a signatory to the master contract Safeway must abide by it.

Chicago Packing

Twenty-three workers at Chicago Packing in Chicago, earning 50 cents per hour, told the officers of Local 208 they wanted a union to help win better working conditions and higher wages.

They signed up with the warehouse local, asked the employer for union recognition and hit the bricks when he refused.

After four hours of strike Chicago Packing met a union committee and granted wage increases from 20 to 40 cents per hour, six paid holidays, rest periods and seniority rights.

Globe Strike

Local 142 has stepped into

and Local 17 in Sacramento, Cal., and Local 18 in Astoria, Ore. Meetings were scheduled this week.

The union has been on the bricks since August 2 for a 20-cent wage increase and security provisions.

A letter from Local 17 Secretary-Treasurer Frank Thompson to B. J. Greer, Globe vice-president, scored the naive back-to-work move instigated by the company in Astoria through a citizens' committee. The move flopped.



Free for Friends Gathering carrots on a farm in the Santa Clara Valley is the day's work for Local 10 members Bob Woolf, with the beard, on the left, and John Mojias. The farmer said: "They're free to my friends." The carrots went to the Joint Action Committee soup kitchen.

Matt Meehan Lays It on the Line For Oregon's Progressives

By KATHLEEN CRONIN
 PORTLAND, Ore.—The labor division of the Progressive Party, at a meeting held here September 19 to map plans for the election of Progressive candidates heard Matt Meehan, ILWU international representative, keynote the conference with the words:
 "We have the program, we have the candidates—we must build a broad united labor base, and in the words of Henry Wallace, come out fighting."
 Representatives of 17 AFL, 12 CIO and four independent machinist locals listened intently as the longshore leader charged both the old political parties with "joining not only the bi-partisan attack on labor... but the insane reaction stalking through the land. But we have a choice this year, we have the Progressive Party, we can halt the drive toward war and depression."

LABOR MUST LEAD
 "Labor," he said, must form "the basis of this great crusade. It is up to us to lead, for there is today no issue, domestic or foreign, that does not concern labor."
 Meehan, taking time out from the two-month old Pillsbury strike at Astoria and the Coos Bay and Columbia River strike lines, to lay it on the line about the unions' responsibility in November, warned against the "self styled liberals—in and out of labor—who weaken the labor movement today by obscuring the issues in the 1948 campaign."

"The Progressive Party platform is something a lot of us

have been looking for in a political party for years. It will enable us to participate in all the affairs of our state and nation, to prevent, for instance, appointment of a man like Kenneth Royal as Secretary of the Army."

TOP BRASS HIT
 Meehan then went on to explain issues in the current maritime strike. He charged that the shipowners, lounging in their easy chairs at the Pacific Union Club, had "broken off peaceful negotiations with the unions because they were relying on the star labor law and Injunction Harry" to smash the gains made in the 1934 strike, something, he said, "they have been trying to do for the past 14 years."
 The labor party voted full support to the strikers and also

Reinecke Case Is Part of Battle Against Forces to Destroy Democracy

HONOLULU, T. H. — In an ILWU radio broadcast Attorney Richard Gladstein, in Hawaii to defend teachers John and Alko Reinecke, tied in their case to the efforts of powerful forces in the country to destroy democracy.
 "It is not simply a question of two school teachers who used to have jobs and now don't have them. It is a much more fundamental question. If the Reineckes are isolated and left alone, we, who should support them, will suffer," Gladstein told the radio audience.
 The Reineckes were suspended from their jobs in the public school system on charges of not possessing the "ideals of democracy." At a public hearing on their case, where Gladstein represented them, the red herring was thrown at the ILWU also.
 Gladstein recounted the rea-

sons for the tremendous barrage of abuse that unions are being subjected to, going back to the time decades ago when it was a crime to advocate the eight-hour day and you couldn't vote if you didn't own enough property.
 The opposition fought union demands in those days the same as now, it attacked union leaders and called them "anarchists, wobblers, Reds, communists, atheists, socialists."
 In this way, said Gladstein, "it was planned to confuse the rank and file, to sow seeds of doubt, to divide them against each other."
ILWU IS DEMOCRATIC
 He cited the case of the ILWU and its president Harry Bridges to illustrate the truth on the reasons for rebalancing. "The ILWU is known 'can't think of any' which

Ranks Hold Solid as Shipowners Push Phoney Propaganda Line

(Continued from Page 1)

and Thomas to the scene. President Murray supported the union's position in a telegram which he sent to the Maritime Commission demanding that it order the government-owned American President Lines to get into negotiations to settle the strike.

An ILWU advertisement in the newspapers October 12 exposed the phoney maneuvers of the shipowners by calling their bluff on leadership. Since the shipowners want to deal only with a sell-out committee, they naturally failed to answer a union offer to elect a negotiating committee directly from the picket line.

WANTED SCABS

A similar offer made by the Marine Firemen two weeks ago was rejected unless the Firemen would be willing to scab on the longshoremen.

The Firemen made a point of the fact that its leaders had signed Taft-Hartley anti-communist affidavits, but got no further with the shipowners than did the other unions.

George Killion, American President Line president and Harry Lundberg, Sailors Union of the Pacific boss went to Seattle in order to line up AFL longshoremen in the port of Tacoma, Washington, to work diverted ships. This move was made in close collaboration with the WEA.

WORLD DOCKERS TOLD

On October 12 a large number of SUP and AFL Sawmill Workers Union goons, armed with baseball bats, blackjacks and guns forcibly drove back the token ILWU

picket line in Tacoma where two ships were tied up. One of these was a foreign vessel the SS Flanagan and the other an SUP scab ship, the SS Rosenberg.

None of the diverted ships involved are manned by either Seamen's International Union or NMU crews.

The ILWU notified all of the individual steamship companies and the agents for foreign lines that these are scab ships and maritime unions in other countries have been asked to tie these vessels up for the duration of the strike, or until further notice from the ILWU.

SHIPPERS SORE

Meanwhile shippers and others were chafing at the doubletalk of the shipowners. One shipper of brazil nuts who tried to get his cargo off a ship and received the cooperation of Local 13 in Wilmington, but was rebuffed by the shipowners, told the story in a letter to other shippers.

One small business man in San Francisco who called the shipowners to ask why they were not more frank was told by them to "mind your own G—D— business." He was plenty sore.

Reports from up and down the Coast indicated that all local Joint Action Committees and local strike committees and sub-committees were clicking in one-two-three fashion.

MURRAY TELEGRAM

All agreed the strike was in

L. A. Shipper Lauds ILWU Cooperation

(Continued from Page 1)

WEA negotiations "difficult." He said this represents the opinion of one who is strictly a neutral third party in "this strike."

He then related the stumbling blocks the WEA placed in the way of getting the brazil nuts unloaded from the ship. "I was astounded. These men (union members) who were supposed to be a menace to all business were actually offering to work free... I realized then that throughout all the negotiations the WEA would not budge an inch unless they had to, and the unions made concession after concession; that the 'in status quo' phase was all right for the WEA when it was to their advantage but not all right for the unions."

Granton said both sides should be required to make concessions where needed to bring an end to the present terrific economic waste of the strike.

good shape.

President Murray's telegram to the Maritime Commission said:

"I am sure that you must be concerned as I am with the situation on the west coast involving the maritime dispute.

"The maritime strike on the west coast is now in its fifth week. I am firmly convinced that the strike can be ended speedily if collective bargaining negotiations are resumed. It is my understanding that the unions stand ready and have offered to resume bargaining but that the employers speaking through their associations have rejected these offers of the unions.

"There can be no question that it is in the public interest that the negotiations be resumed and the dispute ended by the signing of a collective bargaining agreement. It seems to me that the Maritime Commission should be directly and immediately concerned in bringing this about. At the present time this commission is the owner or in effect the landlord, of many vessels on charter to the shipowners on the west coast. These vessels, owned by the United States government, are idle as a result of the dispute and the charters are being turned back to the government.

"The vessels will continue to remain idle as long as the employers' associations maintain their obstinate refusal to renew negotiations, which unjustified attitude is causing an unnecessary prolongation of the dispute.

A DIRECT INTEREST

"The maritime commission likewise has an even more direct interest in the situation through its control over the American President Lines, 95 per cent of whose stock is owned by the United States government. Certainly the commission should not hesitate to use its influence with the American President Lines in bringing about a resumption of negotiations between the employers involved and the unions.

"Finally, these vessels under general agency agreement on the west coast are also idle as a result of the dispute. These vessels were operated for the commission and can be returned to profitable operation simply by the direct action of the commission. The interest of the maritime commission in the dispute is therefore evident. I therefore call upon you to use your good offices and the powers of the maritime commission to bring about the resumption of collective bargaining negotiations which I am confident will have the effect of ending the dispute by the signing of a mutually agreeable collective bargaining agreement."

you know are correct. The union wants what? It wants Congress to do something about inflation, to impose price control, to restore proper rent control, to do something about imposing proper excess profits taxes upon the big corporations and monopolies, to do something to assist the workers in obtaining adequate wages in this period."

"What's happened? Congress, which is merely a tool of Wall Street, simply, won't respond. Congress, the President says, is the worst in the history of our country; and the President, the Congress says, is the worst President we have ever had. And it's very easy to agree with both of them. What are they doing? They are trying to divert attention from the real problems of today in the Territory the Reinecke case" is the means

Answer to Who Said It?
 William H. Crocker, San Francisco banker, 1934.

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