

# LOCAL 6 WINS



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# The DISPATCHER

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## Coast Unions Fight T-H 'Cooling Off'

### Dockers, Clerks Demand 18c Boost

SAN FRANCISCO — With seamen and longshoremen crowding the court room and overflowing into the corridors of San Francisco's post-office, West Coast maritime unions waged a determined fight this week before Judge George B. Harris to preserve their right to strike for wages and conditions.

As the Dispatcher went to press Judge Harris was still hearing arguments for and against the issuance of an 80-day Taft-Hartley "cooling off" injunction to restrain the unions from striking.

### SET NEW STRIKE DATE

The court on June 14 issued a temporary restraining order without hearing. As result of that order the unions, with the ILWU longshoremen and clerks leading off, postponed the June 15 strike date to coincide with the order's expiration, at 10:30 a.m., June 24.

At the same time warning was served that an 80-day injunction if it should be issued would not result in "cooling off," but would result instead in "warming up" for the toughest strike in the experience of the labor-hating ship-owners.

The temporary restraining order and the injunction were sought by the Attorney General on the express orders of President Harry S. Truman, who used similar means to help the railroad owners against the railroad workers, with the exception that the railroads have been seized.

It was immediately and bitterly denounced in a joint statement by the west Coast maritime unions as "a straight-out strike breaking attempt for which President Truman must take full and odious responsibility."

"It represents complete governmental support to the shipowners and complete denial of fundamental constitutional rights to the workers of the maritime industry," said the statement. "The contentions of the Attorney General that his action, taken on presidential order, is to protect the safety and health of the nation is completely phony."

### SEEK NLRB HELP

In addition to the injunction the employers hit from another direction, filing charges against the ILWU of unfair labor practices under the Taft-Hartley law. The charges, filed with the employer dominated National Labor Relations Board, are:

1. Refusal to arrive at a collective bargaining agreement covering longshoremen until and unless agreements satisfactory to the other maritime unions are

## Warehouse Victory Is 10c Increase

## Court Stops Move By Safeway

After only 8 days on the bricks, San Francisco and Bay Area warehousemen and women, members of ILWU Local 6, crashed through this week with a 10 cents-an-hour across the board wage increase.

Overflow membership meetings of the San Francisco, Oakland and Redwood City units of the Local ratified the agreement with unanimous or almost unanimous standing vote in every instance. Work resumed June 22. Some 7,000 warehousemen were directly affected.

Safeway Stores, Inc. and Dwight Edwards Coffee, a subsidiary, which had resigned from the Distributors Association of Northern California, cancelled their contract with Local 6 and openly invited the AFL Teamsters to take over their warehouses, was served June 21 with a temporary restraining order directing them to live up to the DANC contract. The order is returnable June 28. (For terms of the restraining order, see page 11.)

Safeway announced June 22 it would resume operations the next day with all employees rehired. "SAFEWAY IS BOUND"

Part of the strike settlement was a statement from the DANC that it considers Safeway bound by the master contract until the expiration date of May 31, 1950.

Safeway, in collusion with the AFL Teamsters, had tried to work another Sears Roebuck deal. Local 6 pulled the pin at Safeway and Edwards Coffee, the fourth day of the strike when those employers announced they would supply previously struck warehouses.

As soon as the 261 warehousemen walked off their jobs, Safeway. (Continued on Page 11)

## New Party Is "Party Of Labor"

The National Labor Committee for Wallace and Taylor reports that in states where the New Party is on the ballot, the many union men and women contesting for high office to replace corporation lawyers and big business stooges, make it the "party of labor"

Up to June 18, 17 CIO international unions had either endorsed Wallace or indicated favorable sentiment through convention resolutions or officers' actions.

The Labor Committee was set up at a meeting of labor supporters of the New Party in Chicago April 9-11, with Albert Fitzgerald, president of the United Electrical Workers, CIO, being picked as chairman.

### MANY UNIONS ENDORSE

Included among the unions endorsing or recommending Wallace are: the Mine, Mill and Smelter Workers, the Fur Workers, Food, Tobacco, Agricultural and Allied Workers, United Office and Professional Workers, Farm Equipment, Furniture, Fishermen and Allied Workers, National Maritime Union, ILWU and Transport Workers, all CIO.

Vice-chairmen of the National Labor Committee are Hugh Bryson, Marine Cooks; Don Hicks, of the Minneapolis Lodge of the (Continued on Page 4)

The average domestic consumer of power in the TVA region used 60 percent more electricity in his home last year and paid 16 percent less for it than the average residential consumer.

### Foisie Would Laugh Away Union Solidarity

SAN FRANCISCO.—A long established and cherished trade union principle struck Finkhall Frank P. Foisie of the Waterfront Employers Association of the Pacific Coast as hilariously funny June 17. When the ILWU presented, among other new demands, the demand that the next longshore agreement give dockers the right to refuse to work a foreign ship which has been scab-loaded and officially declared unfair by the World Federation of Trade Unions, Foisie pointedly let go with a loud cynical laugh.

Just as cynical as his teammate, WEA Attorney Marion (Doubletalk) Plant commented that he was amused by what he called ILWU's lack of subtlety.

**Victors** Typical of the solidarity that brought Warehouse Local 6 smashing through with a strike victory in one week was this shoulder to shoulder picket line at Hiram Walkers in San Francisco. The warehousemen won 10 cents - an - hour increase. Before they struck they were offered only 3 1/2 cents which was upped to 5 cents and finally fixed at 10 cents. (More pictures on pages 6 and 7.)

## You Can Stop Worrying! Profits Aren't Shrinking

NEW YORK.—In case you've been worrying about whether big business is making enough money these days, you can stop.

The Wall Street Journal reported June 1 that, despite higher costs, "American industry this year is making as many pennies profit on every dollar's worth of goods produced and sold as it did last year." In fact, it's making many more pennies.

An analysis of sales and earnings of 111 companies in 15 industries in the January-March period of 1948 showed they had aggregate net income equal to 8.86 cents for every dollar of sales. In the like quarter last year this figure was 8.72 cents.

Actually, figuring profits on the basis of sales is a device used to smokescreen fantastic profiteering by big business. Measured in terms of invested capital, corporate profits in 1947 were 26 per

cent more than in 1946. The working man gets on his war savings board.

The Wall Street Journal said its statistics "seem to dispute a widespread belief that profit margins of business generally are shrinking." It didn't say who held this belief. Charges are it wasn't the working man.

### Westinghouse Works For Franco

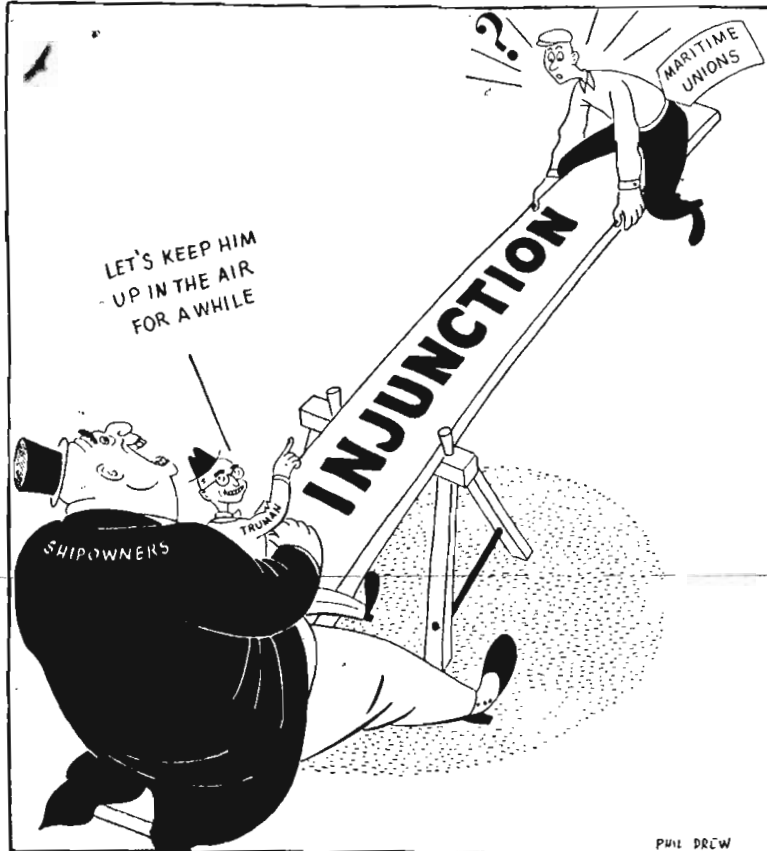
MADRID (ALN).—The U. S. Westinghouse Electric Corporation will undertake electrification of railroads run by Dictator Francisco Franco's Spanish government under an agreement just negotiated here. Acting for Westinghouse was its board chairman, A. W. Robertson, who is also a member of President Truman's Economic Advisory Committee. Robertson has been discussing Spanish investment possibilities with Franco and other high Fas-

## Who Said It?

"We object to government by injunction as a new and highly dangerous form of oppression by which Federal Judges, in contempt of the laws of the states and rights of citizens, become at once legislators, judges, and executioners."

(Turn to Page 12 for name of author)

# Steam Can Build Up



THE DISPATCHER is in the unfortunate position of going to press without knowing the outcome of the government's petition for an 80-day "cooling off" injunction against the maritime strike, in which our union was included, and which was originally scheduled to begin the morning of June 16.

The strike was postponed to June 24 at 10:30 A.M. — yesterday as the publication date on our paper goes—as result of a temporary restraining order which was to expire at that time. This means that by the time this issue reaches the dock readers they may be on the bricks and fighting like hell for their demands, or they may be enjoined from it.

The arguments of the government for an 80-day extension of the injunction and the resistant arguments of ourselves are put forth elsewhere in the paper.

If, as appeared a strong possibility, the court has by now given the shipowners and President Truman their strikebreaking device, then the job before us has been made amply clear by ILWU President Harry Bridges.

We must turn the tables and make the "cooling off" period the hottest thing that ever sailed under the name of "cool." It must be a warming up period, ending up with a full head of steam for the strike of strikes—one that will plow through shipowner profits and greed and leave them wishing they never heard of the Taft-Hartley slave law.

They — the shipowners — may yet learn that militance and resentment cannot for eighty days be bottled up and corked without explosive fury at the end.

★  
**ALL ALONG** the way the shipowners knew that Truman was going to invoke the Taft-Hartley Act on their side of the dispute. So knowing, they have sat through sham negotiations with Cheshire cat grins and given the unions nothing but arrogant "Go to hell!" They intend to go on doing this—if they have their 80-day period—while they continue to pile up profits out of

the sweat of workmen, not to mention their larcenous hands dipped into the United States Treasury for all it is worth.

★  
**THE COMPLETE** insincerity of the Taft-Hartley Act and of the government administering it is exposed by what it schedules for an 80-day "cooling" period. Negotiations are supposed to go on for sixty days. At the end of that period the National Labor Relations Board has fifteen days to conduct an election among the union members to determine if they will accept the employers' last offer—in the way the employers present it, that is, in their own language, double talk or otherwise. The attorney general of the United States then has the remaining five days to move for dismissal of the injunction.

The theory—obviously a very cynical theory—is that after 60 days of cooling the workers will have their tails between their legs, will be hungry, discouraged, disillusioned and disorganized and will vote to accept the employers' offer of nothing to give but much to take away.

If this is the way it goes, the shipowners are due to hear a most amplified "Nuts!"

## THE DISPATCHER

MORRIS WATSON, EDITOR

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# CIO, AFL Unions Back Coming Maritime Strike

Labor backing for the coming maritime struggle has been assured the ILWU and the maritime unions in messages from a number of AFL and CIO unions.

From Washington, D. C., CIO President Philip Murray pledged the full and official support of the CIO in a statement issued June 11.

Murray said: "The CIO recognizes the justness of the struggle in the maritime unions to maintain the conditions they have fought for and won in recent years, including the union hiring practices.

### SUPPORTS DEMANDS

"We support fully the demands of these unions that the shipowners with whom they have contracts must meet in good faith the reasonable approach of these CIO unions for improvement of their wages, hours and working conditions.

"The CIO calls upon the shipowners to meet these unions and conclude agreements which will preserve decent human working conditions and preserve the stability and continued operations of the merchant marine on a peaceful and amicable basis.

"We regret that the government board of inquiries has allowed no adequate time or real opportunity for the unions to explain or defend their position. The Board gave only two days' time to five maritime unions to present their cases. This works to the interests of the shipowners. Of course, the shipowners, hoping that the government will enjoin a strike, have shown no disposition to engage in good faith collective bargaining.

### FLAYS SHIPOWNERS

"These unions have made it clear that they do not desire a strike. The adamant position of the shipowners to take away present conditions and concede no improvement, however, leaves no alternative to these unions.

"The National CIO cannot and will not ignore this situation. I have pledged them the full and official support of CIO.

"In my judgment the issue involved can be settled without strike action and without resort to injunction. This can be achieved by the resumption of genuine collective negotiations between the parties concerned.

### FISHERMEN PLEDGE AID

In Seattle, the CIO International Fishermen & Allied Workers of America told its members that the impending maritime strike is of paramount importance to labor and the people at this time.

"Maritime workers have always been staunch and effective allies of fishermen and allied workers in their struggles," said IFAWA President J. F. Jurich. "They need our support now, in their fight for just demands.

"The shipowners are banking on the slave provisions of the Taft-Hartley Act. The maritime unions are depending on the justice of their cause, the solidarity and determination of other labor unions—including IFAWA—and the sympathetic understanding of the public.

### RALLY SUPPORT

"Let us rally to the support of the maritime workers, who have waged heroic struggles not only in their own behalf, but for all labor."

Also in Seattle, the AFL Maritime Trades Department told the maritime unions: "Your picket lines will be respected where the work of your membership is involved." The only crafts that will continue work will be those those "where the work will not affect your fight with your employer."

cess in your controversy with the Waterfront Employers Association," said the communication signed by President Ed Coester. **HOPE FOR SPEEDY WIN**

The AFL International Brotherhood of Electrical Workers, which recently took in West Coast maritime radio officers, also gave full endorsement to the strike.

IBEW's International Representative in San Francisco, Otto Reiman, told THE DISPATCHER: "The IBEW will back its provisionally chartered radio officers unit 100 per cent if a strike occurs and will respect and support all strike commitments of the radio officers made to other union groups.

"Our entire organization, which includes other marine workers, will respect all legitimate picket lines.

"We wish not only our provisionally chartered radio officers, but all the maritime unions, speedy victory in the gaining of their just demands and preservation of their hard-won conditions."

# Chiang Kills Children For "Reds"

HONG KONG (ALN).—Four Hong Kong schoolboys, all under 15 years of age, are the latest victims of the pathological fear of Communists now afflicting Chiang Kai-shek's U. S.-supported Kuomintang party government of China.

The four boys went on a picnic from Hong Kong, which is a British colony, to the neighboring Kuomintang-held Chinese town of Shumchun. There they were shot by a Chiang Kai-shek army officer without trial of any kind. The shooting was discovered only when a truck driver found their dead bodies on the road days later.

Three Hong Kong newspapers, the English-language China Mail and two leading Chinese dailies, sent reporters after the story. They found that the boys had been executed because they told soldiers they were "Tung Kwun," which means Boy Scouts in Cantonese. The soldiers thought they had said "Hung Kwun," which means Red Army, and arrested them.

### TORTURED AND SHOT

Hearing of this from villagers, the principal of the school the boys attended brought papers showing they had been to classes regularly and therefore could not have been Communist guerrillas as charged. When the boys' uncle arrived to see them, he found they had been horribly tortured, their fingers flattened with hammers and their chests scorched with red-hot irons to make them "confess." The boys were then secretly shot despite all efforts by their teachers and relatives to free them.

The Kuomintang party press in Hong Kong afterwards tried to slur over the affair by saying the boys had "asked the way to Communist units," hardly a capital crime. Chiang Kai-shek's own personal representative in South China came out officially with a better story. He described the dead boys as "bandits who had served in the Communist army for a year and had two rifles taken from them before they were killed in a fight."

The 8-hour day was won for the first time, by union carpenters at the Charlestown,



**The Women** Another Joint Action Committee—that of the combined auxiliaries to the maritime unions—gave the Waterfront Employers of the Pacific Coast a bad time June 18 when they conducted a noon-hour picket line in front of WEA headquarters at 16 California Street in San Francisco.

## Under Truman Order Fight On Jimcrow Is Disloyal

NEW YORK—The president of the Santa Monica, Calif., branch of the National Association for Advancement of Colored People has been suspended from his postoffice job on grounds of disloyalty because he led an anti-Jimcrow drive.

This was revealed here by NAACP Secretary Walter White, who demanded that Postmaster General Jesse M. Donaldson withdraw the charges against the suspended worker, Frank Barnes, and reinstate him "without loss of pay or seniority rating."

### SEARS PICKETED

Failing to gain this objective through negotiations, Barnes' branch threw a picketline around the store November 14, 1947. Later other groups, including a number of AFL and CIO locals, the Progressive Citizens of America, American Veterans Committee, church groups and the Communist party, joined the drive. The United Committee to End Discrimination at Sears was set up with Barnes as chairman.

On May 4 Barnes was notified of his suspension on charges that he had been and was at that time "affiliated or sympathetic with an organization, association, movement, group, or combination

## America Tobacco Vote Won by FTA

CHARLESTON, S. C. (FP)—A big "no union" vote turned in by American Tobacco Co. workers here resulted in an important victory for Local 15, Food, Tobacco, Agricultural & Allied Workers (CIO).

FTA, barred from the NLRB ballot because of its refusal to comply with the Taft-Hartley Act, had campaigned for a "no union" vote. The result was 704 for "no union" against 474 for the Tobacco Workers International Union (AFL). Two hundred ballots were challenged by the AFL union, but they were not sufficient to influence the outcome of

of persons designated by the attorney general as subversive." This was construed as evidence that "reasonable grounds exist for belief that you are disloyal to the government of the U.S."

## How Fink-Hall Foisie Ran Waterfront

If any dockers think Fink-Hall Foisie and his waterfront employers really mean it when they say all will be sweet and pleasant on the waterfront if only the union will be reasonable and "conform" to their version of the Taft-Hartley Law, he will do well to look at the record of Foisie's actions and opinions before the union grew strong.

Foisie's slick propaganda claims that the present fair rotary system of hiring will continue, but he has changed his tune before.

Now with the government functioning so effectively as a strikebreaking agency Foisie is crying for an "impartial" dispatcher to be selected by the Federal Mediation and Conciliation Service, a Taft-Hartley creation.

Back in 1934 he told the arbitration board, which awarded longshoremen the hiring hall after their bitter strike struggle, that a "judicial or impartial authority" . . . to carry on the management of a dispatching hall . . . just obviously does not fit. **WAS DIFFERENT THEN**

That was in the time of Roosevelt's New Deal, when a government appointee was not necessarily an employers' man. The employers said then that "Just as soon as conditions would warrant it we would go back to our old system of the free picking of men," that is if the union would let them.

Of Foisie's original flink hall in Seattle he said: "The employer has the final word and the original word in all cases . . . of displacing or hiring a man." In spite of nominal sharing of job control between men and management.

The employers chose as dispatcher an admitted strikebreaker, Merl Ringenberg, who had worked for them during the 1920 strike "to hire men." They objected to union con-

# West Coast Maritime Unions Fight Taft-Hartley "Cool Off" Injunction

(Continued from Page 1)

consequently arrived at  
2. By refusing to negotiate changes in the hiring hall, specifically the removal of the dispatchers elected by the union and the substitution therefor of a so-called impartial dispatcher.

3. That the ILWU is attempting to force the WEA to enter into collective bargaining contracts in violation of the Taft-Hartley law.

### ONE HOUR TO REPLY

The hearing before Judge Harris here followed a similar hearing in New York before Federal Judge Clancy June 18 involving the East Coast unions. In the Eastern hearing the government presented a volume of elaborate affidavits from various United States officials in an attempt to show that a maritime strike would imperil the national health and safety, and the unions were given one hour to reply. Judge Clancy took his decision under advisement.

Two government attorneys, flown here from New York, attempted a similar railroading job before Harris, but were insisted upon bringing the facts into the record. Judge Harris showed himself inclined to hear the facts, which resulted in some uncomfortable squirming on the part of Finkhall Frank P. Foisie as a witness.

**ANSWER IS NO:**  
ILWU Attorney Richard Glad-

stein, in order to show the court that hundreds of workers would be deprived of their rights and placed in a helpless state if injunction should issue, drew from Foisie the admission that the Waterfront Employers' Association had refused to bargain with the ILWU for walking bosses and was withdrawing from bargaining with walking bosses at Portland, where agreement had existed, and from bargaining with super-cargoes and others deemed by them to be in supervisory capacity.

When Foisie attempted to make the position of the Waterfront Employers purposely unclear, Gladstein asked:

"Well, then, I'll ask you now if you are prepared to bargain with the ILWU on behalf of the following groups—"

Before he could name walking bosses, supercargoes, etc., Foisie roared, "The answer is no."

### AIDS EMPLOYERS

Gladstein then told the court that since the law does not forbid collective bargaining with walking bosses and others in supervisory capacity, though they cannot protect their rights through the NLRB, an injunction would directly aid the employers in denying rights to such workers.

Drawn both from Foisie and from President J. B. Bryan of the Pacific American Shipowners Association were admissions that Alaska cargo could continue to flow through the unaffected port

of Tacoma and that steamship-cargo could be handled by truck and rail in the event of a shipping tieup.

Before cross-examination of Foisie began the government's attorney, Jess Rosenberg of New York, stated to the court that the government was not interested in causes of a strike or lockout, but only in the narrow issue as to whether such threatened and whether it would imperil the national health and safety. He contended the Taft-Hartley Act limited the proceeding to those two facts and made it incumbent upon the court to issue an injunction if it found in the affirmative.

### BRIDGES AFFIDAVIT

Gladstein expressed surprise and shock that the government should be without interest as to the causes.

Through witnesses like Lloyd C. Fleming of the U. S. Maritime Commission and Vice Admiral Jessie Olendorf, Commander of the Western Sea Frontier, the government attorneys sought to show that almost all life would stop in the event of a strike, but cross-examination revealed they knew very little about it. The admiral admitted his testimony would have been the same six years ago, two weeks ago or would be the same 80 days in the future.

On the second day of the hearing Gladstein moved for the dismissal of the temporary injunction on the ground that the government failed to prove upon a claim against the union upon which relief can be granted.

The union's request also stated that the court lacks jurisdiction over the subject matter and the persons against which the government seeks an injunction.

Furthermore, the union motion charged that the ground on which the government seeks a restraining order violates Article III, Section 2 of the Constitution of the United States, and the 1st, 5th and 13th Amendments to the Constitution.

Article III limits the powers of the courts. The first amendment prohibits Congress from passing a law abridging freedom of speech and press or the right of the people to assemble peaceably and petition the government for a redress of grievances.

The fifth amendment forbids a person being deprived of life, liberty or property without due process of law. Under the 13th amendment, involuntary servitude or slavery, except as punishment for crime is forbidden.

Included in the evidence presented to the court was a 275-page affidavit with numerous exhibits attached submitted by ILWU President Harry Bridges. It gave a detailed account of the background of the dispute and attached the "peril to health and safety" theory. It pointed to previous maritime strikes and showed that more than anything else they hurt shipowners' profits. (See Page 5).

Theoretically the President ordered the seeking of the ten-day restraining order and an injunction to follow as result of the report of the board of inquiry which he appointed. Curiously, however, affidavits from US officials supporting an injunction were dated prior to June 11, the day the board of inquiry reported to the President.

### FOISIE'S BOAST

Another curious thing about the setup was the fact that while the unions were in some cases given as little as an hour's notice to appear before the Presidential board of inquiry, the

control of hiring on the grounds that the union would discriminate against non-union workers, while they themselves discriminated against Negro dockers to the extent of eliminating half of them from the industry in Seattle in the years following 1920 when the fink hall was created.

### DISCRIMINATED

One longshoreman testified to the arbitration board: "Mr Ringenberg refused to take him (a Negro dockers) He said if another colored man went in there it would make way for a third, and so on. That was his alibi."

Another longshoreman testified "They have to take the very worst jobs, the dirtiest jobs and the short jobs."

Foisie put his own racist theories in a nutshell when he told the board: "Your German stock, your Irish stock, your whole Northwestern European peoples—as they moved into those (eastern) ports and settled there and then moved on, is a record of a very high class of men. We now have an infiltration of races and groups that are much more difficult to assimilate."

"You even have moving up the Atlantic seaboard (the colored line in a very pronounced degree. Three-quarters of the men in the middle Atlantic are colored. . . . It is becoming quite a problem in New York."

"I do feel very definitely that we have a high quality of men, a higher average of character and ability of longshoremen on the Pacific Coast, all things considered, than similar East Coast averages."

### FOISIE IS IN SADDLE

With Foisie in the saddle, if you didn't happen to be a Negro, or if you weren't barred for union activity or suspected "radicalism" or for being a "liability" because of your conduct

on the job, you might get a job if you drank in the bosses' bar.

A San Francisco dockers testified he sometimes did not work for as long as four months because he was not in with the "gang that gets around the bosses. They go in the saloon . . . and buy a drink and call the boss in and give him a few drinks."

In St. Helens, Ore., you had to report to a card room and beer parlor to find out if there were any jobs in Astoria, Ore., "The men congregate in the pool hall, beer joint and so forth. The (hiring) office is in a separate room, but there is a window connecting. (The dispatcher) opens up the window . . . and hollers out to the men when he is ready to put them to work."

### DOCKERS KICKED IN

In other ports the longshoremen bought raffle tickets for chickens or pianos, or bought land from their employers to get or hold a job.

In Portland a loan shark operated right in the fink hall, taking the dockers' brass identification checks, standing in line to cash their pay checks, deducting at least 10 per cent for interest and giving the workers what was left.

Favoritism went unchecked. If the dispatcher liked an outsider, he replaced a registered man; if he didn't like a particular gang "he worked them for three days and three half nights in succession on sugar and pine meal, which is 100 pounds to the sack, and the men had to kick them up with their feet and throw them up seven or eight feet high."

The standard answer to beefs was: "If you don't like it, you can quit."

This is the kind of waterfront setup Foisie had until the union fought for and won decent conditions. Don't kid yourself he

# Matson Lines Shored Up By Huge Financial Empire

SAN FRANCISCO—A new bulletin prepared for waterfront locals by the ILWU Research Department graphically shows the financial empire shoring up Matson Navigation Company on all sides.

A minimum figure of 94 financial institutions and corporations with over \$21 billions in assets are tied to Matson through its executive board of 20 officers and directors.

Matson, if it wants to, can lean on 31 sugar plantations in the Hawaiian Islands, the Federal Reserve Bank of San Francisco and the Crocker First National Bank.

### MONEY IN ACCIDENTS

Through connections with Fireman's Fund Insurance Company, one of the biggest carriers of accident compensation insurance, whenever a Matson employee gets hurt, there is money in it for some of Matson's directors.

Southern Pacific Company, with \$1,688 millions of assets, supports Matson from one side, with \$8,548 millions worth of help from Metropolitan Life Insurance Company and another \$1,074 millions from Pacific Gas & Electric.

Among the higher echelon of Matson Line is director William W. Crocker, president of the Crocker First National Bank of San Francisco. He is also officer or director of 19 other corporations.

### CROCKER AT HOME

Belonging to the elite of the Pacific Coast's financial society, Crocker is at home in the Federal Reserve Bank of San Francisco. Likewise, he sits on the board of the Pacific Telephone and Telegraph Co., Pacific Gas and Electric, Southern Pacific Railroad, Fireman's Fund Insurance Co., Metropolitan Life, Del Monte Properties and Gladding, McBean and Co., pottery manufacturers.

Thirteen of the 21 corporations with which Crocker is officially connected, have total assets of more than \$18 billion. Through him Matson Line is connected with these same big business robber barons. But Matson is backed by many more billions by virtue of the fact that other Matson officials are associated with other companies beyond the 21 Crocker ties.

Starr Bruce, a vice-president and director of Matson, is an officer or director of 17 corporations including California and Hawaiian Sugar Refining, Pacific Gas and Electric, C. Brewer and Co., and Welch and Co., Matson's shipping agent. Brewer is one of the Big Five sugar barons of Hawaii.

### ARCH REACTIONARY

R. J. Chandler, a Matson vice-

president, is a director of three employer associations, in addition to being connected with the Citizens Trust and Savings Bank, Star and Crescent Boat Co. and its subsidiaries, and San Diego Marine Construction Co. and the arch reactionary Los Angeles Times.

John E. Cushing, formerly president of American-Hawaiian Steamship Co., and now president of Matson, is a director in the Bank of California and P. T. and T.

Herman Phleger, member of the law firm of Brobeck, Phleger and Harrison, counsel for the Pacific Coast shipowners, is a director of eight large corporations, some of which have contracts with ILWU Local 8. These are: Paraffine Co., Fibreboard Products, Gladding McBean, American Trust, Moore Dry Dock, Union Oil of California, Newhall Land and Farming Co. and Dumbarton Bridge Co.

H. A. Walker, a director of Matson, living in Honolulu, is highly placed on 22 companies, including C and H Sugar, Hawaiian Canneries, Pacific Chemical and Fertilizer, Oahu Cemetery, Bank of Hawaii, American Trust Limited, and American Factors, one of the Big Five.

## On-Job Injuries Rising, Says BLS

WASHINGTON (FP)—Work injuries in American manufacturing industries were on the rise during the first quarter of 1948, according to figures released June 13 by the Bureau of Labor Statistics.

BLS reported 13.6 disabling injuries per million man-days worked in January. The figure rose to 14.1 in February and 14.5 in March. Altogether, some 114,900 factory workers lost one or more days from work during the quarter through getting hurt on the job.

About 5400 workers were known to have sustained a permanent physical impairment during the 3-month period, and some 400 died from their injuries. Later reports on January-March injuries may push these totals higher, BLS said.

Working time lost from job mishaps is estimated at 2.3 million man-days, with a value of about \$18 million in wages alone.

The International Labor Organization, only branch of the old League of Nations still surviving, was founded after the close of World War I at the suggestion of Samuel Gompers, with the support of President Woodrow Wilson.



**Moving Day**—ILWU staffers watching from the window on the left thought this operation looked risky, but the International office last week cleared out of its old quarters at 604 Montgomery Street, San Francisco (above), and went to work in the new at 150 Golden Gate Avenue with no accidents and in record time. The rented Montgomery Street building housed the International for almost four years. The Golden Gate building was recently purchased from the CIO Building Association.

## New Party Is Labor Party, Convention Set July 23

(Continued from Page 1) Brotherhood of Locomotive Firemen, and Courtney Ward, General Secretary of the Painters District Council 6, in Ohio. John Clark, president of the Mine, Mill and Smelter Workers, is secretary. Russ Nixon, UE legislative representative, is executive secretary; Len DeCaux, formerly editor of the CIO News, will be publicity director and Lee Pressman general counsel.

Board members include Harry Bridges, president of the ILWU; William A. Richardson, Lodge 937 of the Brotherhood of Railway Trainmen; Douglas MacMahon, secretary-treasurer of the Transport Workers; Ben Gold of the Fur Workers; Percy Llewellyn of the United Auto Workers; Grant Oakes, president of the Farm Equipment Workers; Harry Reich, president of Local 89, Hotel and Restaurant Workers, AFL; Alexander Wright, vice president of the United Stone and Allied Products Workers, CIO, and Charles B. Whitlach, Chairman of the New York Central Lines, West, Brotherhood of Locomotive Firemen.

### THIRD ROUND FIGHT

At the first meeting of the executive committee May 11, it was decided not to create a separate division for Negro workers, but to add a Negro trade union leader to the staff to develop this phase of organizational work.

Most important is the emphasis placed by the National Labor Committee on building the organization around important current issues: confronting the American people. Outstanding among these issues are third round wage increases, the fight for civil liberties and opposition to Munist-Nixon fascism, FEPC, anti-lynching and anti-poll tax measures, and the fight for peace through opposition to the draft and military training.

It is expected, say leaders of the trade union committee, that at least 50 per cent of the delegates to the Philadelphia New

Party founding convention July 23 will be trade unionists. In anticipation of the drive to elect labor delegates the NLC has sent out 25,000 contribution books to supporting unions. A goal of \$1 million by November has been set. UE alone has pledged to raise \$200 thousand in voluntary contributions.

### PLEDGES SIGNED

It is pointed out, however, by counsel of the National Wallace Committee that Taft-Hartley Act legal restrictions make it impossible for labor unions to contribute to the National Wallace Committee. These can legally contribute to state organizations.

Already Ladies Garment Workers in New York City have collected 5,500 signed pledge cards in the stronghold of Dave Dubinsky, reactionary head of the AFL garment union.

The national convention of the United Public Workers adopted a resolution stating that "millions of people are turning to independent political action through a third party movement."

### IFP SUPPORT

Local 65, Wholesale, Department Store and Warehouse Employees Union, CIO, which has a membership of more than 10,000, unanimously endorsed Wallace at its recent convention in New York City.

One of the smoothest working labor committees for Wallace is the Food, Restaurant and Hotel workers' group in New York with a membership of 80,000. Locals affiliated to it include eight hotel, waiters and cooks' locals, three bakers', two meat cutters' and one building service employees. Harry Reich, president of Local 89, is chairman and the other officers of the committee are all officials of their locals, serving individually and unofficially.

In California, 60 local unions and labor leaders from AFL, CIO and Railroad Brotherhoods are listed as supporting the Wallace Independent Progressive Party.

## Roth Wants More T-H Law Suits

SAN FRANCISCO—Striker breaker Almon E. Roth, head of the San Francisco Employer Council, pontificated at a meeting of the Society for the Advancement of Management her June 14, on the virtues of the Taft-Hartley slave labor law, urging employers to use the injunction powers of the act to the hilt. Roth said bosses should sue for breach of contract under the law. He pointed out that it had not been used enough yet because of the employers' fear of "recriminatory action."

"This is a usable weapon not used enough by the employer," He added that labor lawyers are "scared to death" of it.

### REPEATS FORMULA

On the matter of government injunctions to break strikes, Roth recalled his oft-quoted remark, "What this country needs is a few more unsuccessful strikes."

Admitting that government injunctions were just what the shipowners ordered he said:

"When things got terribly tough, it was the employer who wanted government intervention."

This is the same Wall Street spokesman who recently returned from Washington, D. C., where he lobbied for the passage of the Weichel merchant marine bill. This is the measure the shipowners are trying to railroad through Congress which has been branded as the greatest swindle in U. S. maritime history.

## Greek Guerillas Name Polk Killer

ATHENS (ALN)—The Greek guerrilla radio has accused Athens police chief Angel Evert of arranging the murder of George Polk, Columbia Broadcasting System correspondent, whose bullet-punctured body was found floating in the sea May 16. Evert, who was also police chief during the Nazi occupation, acted after U. S. intelligence officers in Greece had instructed him to make sure Polk did not carry out his plan to go to guerrilla areas for an eyewitness report, the radio charged.

The guerrilla broadcaster said Evert sent two police agents to Salonika to pose as guerrilla guides. Polk, taken in, met the stooges at the Cafe Luxemburg in Salonika May 8 to discuss his journey. The next morning Polk hired the boat in which he was killed, got into it with the police spies, and was never seen alive again, the broadcast said.

## Marshall Planners Hire More Big Businessmen

WASHINGTON—Three more men with corporation backgrounds have been placed in key jobs in the Economic Co-operation Administration. ECA Administrator Paul G. Hoffman announced June 18.

Three were Clarence B. Randall, vice-president of the Inland Steel Company; Arthur G. Syrah, a former official of the National Federation of American Shipping, and James J. Wadsworth, son of a New York Republican congressman and formerly an industrial relations manager for the Curtiss-Wright Corporation.

At the same time, Deputy Administrator Howard Bruce announced that army-style security regulations, recently adopted by the ECA, will be used as sparingly as possible.



"See if your father is asleep, dear. He always finds the country so restful!"



"Paw's plantin' a grass rug"

# Dockers' Compensation Act Benefits Improved

By WILLIAM GLAZIER  
 ILWU Washington Representative

The amendments to the Longshoremen's and Harborworkers' Compensation Act already passed by Congress and now lying on the President's desk are the result of years of pressure by the ILWU.

Although the amendments are a far cry from the series of changes proposed in every session of Congress over the past ten years by the ILWU they do make a few improvements in the compensation benefits under the Act. They do little more than this.

The present law, passed in 1928, provides a maximum of \$25 per week in benefits. In the most recent hearings on amending the law, the ILWU proposed on the basis of the present wages of longshoremen and today's high cost of living, that injured longshoremen be paid at the rate of \$50 per week. The Congress, in refusing to increase the benefits to this level, did, however, raise the benefits to a maximum of \$35 per week. At the same time the law was amended to raise funeral expenses payable under the law from \$200 to \$400.

**MAXIMUM SET AT \$11,000**

The present law limits the total compensation for injury or death to \$7,500. Neither the Federal Employees Compensation Act, nor state acts have such a ceiling. The ILWU argued that this section of the law should be repealed completely. Congress, however, agreed only to take the limit off compensation for permanent total disability and death; in the case of all other injuries the maximum compensation allowable under the Act has been increased to \$11,000.

Benefits payable for temporary partial disability were likewise

failed to some extent, though much less than the ILWU had proposed.

Although they agreed to a few more dollars, the members of the House and Senate Labor Committees refused to approve any changes which would really establish and enforce safe working practices on the waterfront. For many years this has been the main demand of the men working on both coasts.

The recent report of the Pacific Coast Safety Commission was introduced into the Congressional hearings by the ILWU as impartial evidence of the urgent need to strengthen the law along the lines of setting up safe working practices for longshore work and enforcing safety. The committee, however, refused to make any changes in the existing law along these lines.

The Congress refused to reduce the waiting period before compensation is paid. They refused to permit the individual longshoreman to select his own doctor, as is now the practice under many state laws. They refused to increase the compensation payable for permanent partial disability through the loss of a hand, finger, or eye.

Candidates for Congressional office should be asked to go on record by the ILWU locals to support a complete revision of the LAH Act along the lines outlined by the union. The small accomplishment in this session of Congress shows that a real job can be done if enough pressure is exerted.

(The Research Department is preparing a more detailed analysis of the bill for future mailing to the locals.)

# Bridges' Affidavit Refutes Shipowner Buncombe About National Health and Safety

SAN FRANCISCO. — A maritime strike will not imperil the national health and safety or anything else but the shipowners' profits—this was the heart of the affidavit given by ILWU President Harry Bridges to Federal Judge George Harris here, considering whether to issue a Taft-Hartley injunction against maritime unions.

Ship strikes in the past have not caused national emergencies, one now will have little or no effect on Marshall plan shipments or foreign aid programs, as the government's Taft-Hartley affidavits claim, and by no stretch of the imagination could a work stoppage in coastwise inter-coastal or Territorial trade be called dangerous to the nation.

Bridges' affidavit cited the failure of the court that issued the ten-day restraining order June 11, to investigate the facts as to what risks would be affected by a

strike, whether they could be transported by means other than water, and whether the timing of their transport would make any difference to the nation.

"The court issued the restraining order without any information . . . on the program and policy of the unions with regard to what ships would be struck, and without any inquiry into the effects of earlier maritime strikes," said Bridges.

He gave the history of the 1946 ILWU strike, when no army and navy or ships carrying relief supplies were struck. That strike "in no way imperiled national health or safety." Large cargoes were shipped in anticipation of the strike and after it was over the accumulated cargo was shipped.

Delay, not national crisis, was the result. The shipowners lost some profits, but that was no national emergency.

The 1941 and 1936 widespread

# NAM Demands Congress Enact More Stringent Taft-Hartley Act Curbs

WASHINGTON (FP). Not content with the Taft-Hartley law, industry went back to Congress asking for more anti-labor legislation in hearings before the joint committee on labor management relations.

Headed by Senator Joseph H. Ball (R., Minn.), the committee was set up to observe the working of the Taft-Hartley act and suggest revisions. The hearings were attended by only four or five of the 14 members, who knew no changes in the law would be made.

Two spokesmen for the National Coal Association asked the committee to relieve their industry from nation-wide bargaining with the United Mine Workers (unaffiliated). They also asked that health and welfare funds be excluded from collective bargaining.

## HELPED DRAFT T-H

They were followed by Gerard Reilly, former NLRB member. Ball, on calling him to the stand, grinned as he said: "I don't believe Mr. Reilly needs any introduction to this committee." Reilly was special counsel to the conference committee which whipped the anti-labor law into final shape last year.

Reilly explained he has mainly been occupied recently with advising the Printing Industry of America Inc. and the Inland Daily Press Association in how to back the International Typographical Union (AFL) under the law he helped write.

Attacking the ITU and its president, Woodruff Randolph, for "illegal" demands and "monopolistic practices," Reilly said Congress should let management sue unions for damages from so-called illegal strikes. He also suggested banning strikes by unions who have not complied with the filing requirements of the Taft-Hartley Law.

## CHIDES "LENIENT"

The requirement of filing non-communist affidavits should also be extended, Reilly said. He expressed annoyance at the NLRB for having overruled its general counsel Robert N. Denham when he demurred last year that both AFL and CIO top officers file affidavits. All "paid agents" of unions, as well as officers should be required to sign the statements, he said, adding with a sneer:

"As we all know from our experience with CIO, some of their lawyers and economists frequently exercise more control over the real policy of the organization than the titular head."

Reilly and Ball agreed that

something should be done to help the poor employer who may be "coerced" into bargaining collectively with a union which has not filed under the labor law. The employer may not call for a premature election to defeat a non-filing union, they said, since the NLRB will not allow such a union the ballot.

Ball asked Reilly what he thought of exempting retail and service employers from federal labor law coverage. Reilly cautioned against too broad exemption because then the employers exempted would not be able to use Taft-Hartley unfair practices against unions.

President L. Ebersele Gaines of the National Coal Association and NCA Counsel Forney Johnston painted for the committee a picture of benevolent protection of the miners by their member companies. This ideal situation,

## CIO Union Challenges T-H Affidavits' Legality

WASHINGTON (FP). — The United Steelworkers (CIO) June 10 filed a petition in the U. S. Seventh Circuit Court of Appeals challenging the constitutionality of the section of the Taft-Hartley act which requires filing of non-communist affidavits.

The union action is an appeal from an NLRB ruling which stated that the Inland Steel Corp. would only have to bargain with the steelworkers if they complied with the Taft-Hartley affidavit section.

# Ellis Island Hunger Ordeal Recounted in Full Story

NEW YORK.—The full story of the "Five Men on a Hunger Strike," held on Ellis Island without bail for deportation, is recounted in a new pamphlet issued by the Civil Rights Congress and the American Committee for Protection of Foreign Born.

"It was not just the freedom of five men that was at stake. The freedom of every man, every woman, every child in these United States was under attack . . . The solidarity of the people on the outside" meant freedom for the hunger strikers—this is the theme of the pamphlet.

The five men were Charles A. Doyle, vice-president of the CIO United Chemical Workers; Ferdinand Smith, secretary of the CIO National Maritime Union; Irving Potansh, vice-president of the CIO Fur and Leather Workers; Gerhart Eisler, a German Communist, and John Williamson, trade union secretary of the Communist Party. All except

they claimed, was marred by the UMW's dealing for the miners on a national basis.

Then Representative John Lesinski (D., Mich.) brought up a few unpleasant facts, such as company shacks, wage slavery before the union was organized, company vigilantes and company-owned sheriffs. Johnston said he had never heard of such things, adding that coal miners today are among the best paid workers in the land.

"Is that due to the industry or the union?" Lesinski demanded. Said Johnston hesitantly: "I think it is due to the developing intelligence of the times."

# Housing Initiative Put on Ballot

SACRAMENTO. — The California Housing Initiative made the November ballot with 23,000 signatures to spare June 16. More than 228,000 valid signatures were filed.

Plans for a campaign to insure passage of the measure will be laid at Fresno June 26 and 27 in a state-wide Housing Conference with delegates from labor, veterans, women's, minority and church groups.

The initiative would create a State Housing Agency with authority to issue \$100 million in bonds for state loans to local housing authorities for construction of low-rental housing.

Eisler, who wants to return to his home in Germany, have spent most of their lives in the United States.

## CLARK HITS AT WALLACE

Attorney General Tom Clark chose the moment when the people of the country were rallying to build a new party under the leadership of Henry Wallace to jail these men on the basis of facts known to the government for 15 or 20 years.

The vital question, according to the pamphlet, is whether Tom Clark has the power to imprison anyone whose political beliefs he disagrees with, anyone who opposes the Marshall Plan, believes in a New Party, fights against discrimination or for the rights of labor.

The dramatic action of a hunger strike backed up by protests and picket lines of thousands outside won a temporary victory at least with the release on bail of the five men.

to deprive the Jews of their national homeland.

Intercoastal and coastwise trade is so small as to be practically non-existent, and the government has not shown that what there is, mainly lumber in coastwise, could not be postponed or handled by-land.

In the case of trade with the Territories, Bridges said, "It is apparent . . . that the national interest is identified with the interest of the companies doing business in and with Hawaii rather than with the interests of the people of Hawaii."

"The real concern of the government appears to be with maintaining the profits of Matson and of the sugar and pineapple producers in Hawaii. The union . . . would not lightly jeopardize the health or safety of the inhabitants of Hawaii, thirty thousand of whom (apart from their families) are members of the ILWU."

Bridges pointed out that stoppage of these shipments, might benefit the nation by improving our position in the eyes of the many peoples of the world who do not approve U. S. assistance to the Arabs, while they are trying

to run."

Anyway the great bulk of ECA shipments will leave from the East Coast where the longshoremen are under contract until September 30.

The ILWU Research Department has calculated that less than 5 per cent of West Coast tonnage has consisted of foreign aid shipments to date.

A large part of West Coast shipping is completely non-essential to national health and safety, for instance, more than a million tons of steel pipe that are going from Long Beach to Saudi Arabia for the Arabian-American Oil Company during the next two or three years.

Bridges pointed out that stoppage of these shipments, might benefit the nation by improving our position in the eyes of the many peoples of the world who do not approve U. S. assistance to the Arabs, while they are trying

# Scenes of the Battle Before the Victory that Won 10



SAN FRANCISCO — Confidence and seriousness was the prevailing mood among the 7,000 striking warehousemen in 200 San Francisco Bay houses as they hit the bricks in an 8-day strike which won them 10 cents an hour increase.

At Butler Brothers there was optimism and enthusiasm. All of the doors to this giant mail order firm were manned by Local 6 pickets and no one entered without clearance cards.

Exception to this were the office workers who were permitted through because of company effort to intimidate them while an NLRB election

was being conducted. The AFL office workers union was contesting with management whether they want to continue the union shop. Company officials had sent a letter a few days before to all employees telling them to vote for the open shop. The office workers won.

Further, when the strike began, the company told its office workers not to accept clearance cards from the union, because, Butler Brothers claimed, the warehousemen want to keep you from working. Local 6 strike committee allowed office workers to enter without challenge to counter this

open company propaganda against all unions.

Thousands of packages—large and small—were lying on the platform of the huge plant. And every day's idleness cost Butler lots of dough.

Nearby at the Coffin-Reddington drug house, two lively card games were going on simultaneously. And over on one of the loading platforms a striker was calmly embroidering a handsome new tablecloth.

At one entrance to the plant, a radio blared forth with the strains of the newest popular jazz. There was no occasion for the pickets to get bored. Coffee time was approaching as the pickets waited

# 10 Cents an Hour More for Bay Area Warehousemen



Pictures above taken on picket lines thrown around 200 warehouses in the San Francisco Bay Area last week by ILWU Local 6 give a taste of the unity and spirit of 7,000 striking members which won them a 10 cent an hour wage increase. Upper left: jazz band composed of members of Local 6 employed at Dunham, Carrigan and Hayden, a hardware house in San Francisco, keeps the spirits of the pickets jumping; upper center: friendly policeman is cleared by the union's striking committee at Union Paper in Oakland, to bring out a bundle of needed paper supplies; upper right: Blake, Moffitt & Towne line in San Francisco; lower left: coffee wagon stops at Union Paper plant in Oakland, on its twice daily round of all struck warehouses; lower center: Oakland strike relief committee; lower right: "On the Air," a radio program with Marge Donley, Marcelee Cashmere, Ed Newman, the announcer and Secretary-Treasurer Richard Lynden shown from left to right. Center inset: members of the Oakland division of Local 6 casting votes during the strike balloting conducted at the Oakland Civic Auditorium.

ons. for the second daily call of the office wagon with  
 it were it accompanying entertainers.  
 And Down near the Embarcadero, Merchants Ice  
 hough Company was shut down except for a couple of  
 house Army trucks cleared by the strike committee.  
 multane Four or five striking men were helping inside  
 atforms the plant loading these orders. A picket captain said  
 me new that the regular workers in the plant rotated these  
 jobs among all of the Local 6 men on strike.  
 blared Across the street, the Harbor Cafe welcomed  
 ar jazz strikers in for a free cup of coffee for the  
 bored duration  
 wated

## Matson Lines Get Duped By a Bad Check Artist

SAN FRANCISCO — Though Matson Lines is uninterested in giving seamen a wage increase, it had plenty of money to provide a suite in the Palace Hotel and a company car to a bad check artist with a glib tongue and a party \$3,500,000 offer for the Matsonia recently.

A Matson executive was "visibly moved" by the offer, Michael Kerrigan told police after they caught up with him in a waterfront bar. Matson told him "their previous high bid was a measly \$2,700,000 from a Greek company."

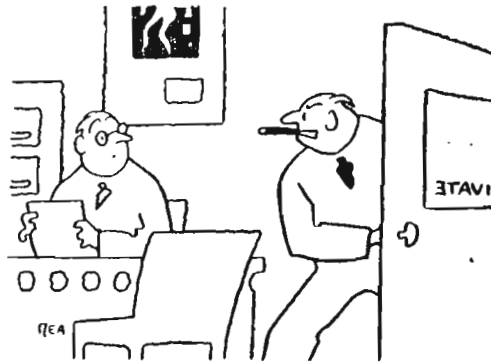
### AIR OF PROSPERITY

While the Matsonia sale was pending with the company hold-

ing out for an extra 200 grand, Kerrigan bought a girl friend \$4,900 worth of clothes and jewelry, including a wedding gown, all paid for with bad checks.

Before his adventure with Matson, Kerrigan had chartered a vessel from the Coastwise Steamship Company for a paper shipment from Canada, paid for with a \$113,000 check. He had used the shipping company for a reference to buy two new suits before that one bounced.

He found all it takes to get concessions from shipping officials is an air of prosperity. "I told Matson I was an Australian shipping magnate," Kerrigan said. "Everybody here just thought I was a big shot."



"I'm expecting an important phone call, Hodges. Quick, tie me up in conference!"

## Mine, Mill Union Ousts Disrupter

SALT LAKE CITY (FP)—Wesley J. Madill, who launched a secession movement among Utah locals of the International Union of Mine Mill & Smelter Workers (CIO), has been suspended as a vice president and executive board member of the union.

The action was voted by the union's executive board and announced by IUMMSW President John Clark. Madill was charged with "gross dereliction of duty and violation of the obligation taken as an officer of the union." He launched his secession movement after failing to persuade the executive board to sign Taft-Hartley affidavits. The board recently reaffirmed by an overwhelming majority its policy of bypassing the NLRB.

### Kids' Safety Group Hits Bigots in Capitol

NEW YORK.—A delegation of 51 kids on this city's safety patrols stayed home from a Washington, D. C., parade recently, because the segregation practiced in the nation's capital would have been unfair to four Negro members of the group.

The children declared they did not want to be forced to eat in separate restaurants, sleep in separate hotels, go to separate movie houses.

One 15-year-old, Vito Giorferro, was supposed to receive a medal from the hands of President Truman for bravery in saving an elderly woman from being run over by a truck. He said no, he would give up his privilege, and be could not understand why the nation's capital should discriminate against any American citizen, white or black.

## Progressive Public Figures Back Dockers' Fight Against Shipowners

SAN FRANCISCO—Pledges of support to ILWU longshoremen in their fight to win better wages and conditions against shipowner attempts to take away their democratic hiring halls rolled into The Dispatcher office last week.

Henry Wallace, New Party candidate for president of the United States, followed up his visits to longshore hiring halls here and in Portland, Ore., with a message sent before the injunction was issued, which postponed the strike set for June 15, endorsing the strike.

Idaho Senator Glen Taylor, New Party vice-presidential candidate, and San Francisco Congressman Franck Havenner added their voices in backing the coming struggle.

### LAUDS HIRING HALL

Wallace said "Your hiring halls, won in the hard struggles of 1934, are one of the proudest and most valuable achievements of American labor."

"One of the most glaring examples of the damage done by the Taft-Hartley Act is the danger now confronting this hiring system."

"Its destruction would be the open floodgate for a torrential attack against all your hard won gains of the past years."

"The loss to human dignity inherent in a return to the shape-up cannot even be measured. I am confident that the men who refused to load scrap iron for Japan will not permit the shipowners to defeat them through the use of the Taft-Hartley slave law."

"My hopes and good wishes will be with you June 15. Your victory will be the victory of all

who work for a better and prosperous America."

### PLAN BREAK-LABOR DAY

Taylor told the longshoremen: "Little men with big profits on their minds hope that June 15 will be Break-Labor Day. Against their designs, millions of progressive Americans from east coast to west support your fight to maintain the hiring hall. We find it as a battle for democracy on the waterfront and a first line of defense of all labor's rights."

"You fought hard to win the hiring hall and your union's fighting record gives me confidence that you will successfully defend it."

Havenner said "I remember vividly the intolerable situation which existed on the San Francisco waterfront prior to the 1934 strike, when rebates and kick-backs were common occurrences, and the longshoremen and maritime workers in my own city were obliged to work under conditions of industrial serfdom."

"It is unthinkable that these American workers should be deprived of the protection of the modern hiring hall and compelled to endure again the injustices and brutal discriminations which existed prior to the 1934 strike."

"I am convinced that public sentiment in America today will not support any such retrogressive practice."

Havenner told the dockers he voted against the Taft-Hartley Act because "I feared that it would be used as a vehicle to wipe out many of the important advances which were won for the working people of America under the ad-

ministration of President Franklin Roosevelt."

"I was convinced then, and I am now, that the Taft-Hartley Act would result in the stifling of true collective bargaining."

"The current crisis in the maritime industry apparently results from the collapse of collective bargaining. Assured by the Taft-Hartley Act that a fact-finding board would be appointed as a preliminary to obtaining an injunction, the employers obviously have not been obliged to rely on bargaining."

### N. Y. CIO Opens Medical Center for Strikers

NEW YORK (FP)—A Medical Center Unit providing expert free treatment for strikers and their families was opened here June 14 by the Greater New York CIO Council.

The Center is to be staffed by the Doctors Committee to Aid Strikers, through a panel of 423 doctors, and will operate five days a week. The committee is headed by Dr. Leo Davidoff, internationally known neurosurgeon, and Dr. Elizabeth Kalisher, dental surgeon who founded the committee in 1946 to provide medical care for Western Union strikers.

### Lee Pressman Files for Congress from Brooklyn

NEW YORK (FP) — Former CIO Counsel Lee Pressman announced here that he will run for Congress on the American Labor party ticket against Representative Abraham Multer, Democratic incumbent, in the fourth congressional district in Brooklyn.

## Our Union Not for Sale Say Typos

CHICAGO. (FP). — The president of striking Local 16, International Typographical Union (AFL) declared here that the union was "not for sale" and accused the city's publishers of seeking to have the union bargain away "old established conditions" for a \$9 weekly wage boost.

Fifteen hundred members of the union have been on strike against the major dailies since last November 24. Replying to a broadside from the publishers, Local 16 President John J. Pilch said:

"The publishers have tried to create the impression that if they agree to our proposal they would be violating the Taft-Hartley law. Such an impression would be entirely false. In our proposal we specifically provide that publishers shall not be bound by any of our old established working rules which are now in conflict with the law."

"As further evidence of our good faith, we have indicated our acceptance of the proposal that differences of interpretation be adjudicated by an arbitrator who would be selected by the senior judge of the U. S. circuit court of appeals."

"If the publishers themselves had as much good faith as we have in these negotiations, the strike would soon be over. . . . But the publishers appear to have appointed themselves the chief interpreters of the federal law."

## Canada Has Its Mundt Threat, Too

WINNIPEG (ALN). — Labor protests are mounting against the LaCroix bill, Canada's version of the U. S. Mundt bill, which is regarded as directed toward controlling the ideas of Canadians and setting up a police state.

The Winnipeg Labor Council, affiliated to the Canadian Congress of Labor, parent body of CIO unions in Canada, is the latest to move into the fight to have the bill thrown out of the House of Commons, corresponding to the U. S. House of Representatives.

The council, representing 16,000 workers in its area, demanded that the government defeat the bill which, while ostensibly aimed "against communism," would have a much wider application if passed. Its statement warned that the LaCroix measure is "a serious and alarming threat to the basic freedom of association."

Wages of U. S. postal workers have risen only 21% since 1924.

## Standard a Top Money-Maker Thanks to "Cut" on ERP's Middle East Oil

NEW YORK — When John D. Rockefeller's oil empire was mushrooming in the early 1900's it was called the "most perfect money-making machine in the world." Profit figures released here June 1 show that it's still a candidate for the title in 1948.

From the first six months of this year, Standard Oil of New Jersey (just one part of the Rockefeller oil-profit pot) will chalk up a \$210 million take, the highest six months net in the company's history, a 50 per cent increase over the \$140 million it made for the same 1947 period, it was estimated.

This income was exclusive of returns on investments in the Arabian American Oil Co. (Aramco) which operates in Saudi Arabia. Organized in 1946 by Standard of California and Texas oil last year Aramco sold 50 per cent of its shares to Standard of

New Jersey and Socony Vacuum for \$102 million and put the right to enter the European market in the buying corporations' hands.

### MIDDLE EAST SUPPLIES

The European Recovery Program calls for the Middle East fields to supply 82 1/2 per cent of the continent's petroleum. With substandard wages and low production costs, the profit potential looms tremendous. Middle East oil can be readily for shipment at Persian Gulf ports for about 55 cents a barrel. Prices on the Gulf of Mexico's ports range from \$1.68 to \$2.05 a barrel. Wages in Saudi Arabia are as low as 25 cents a day.

On top of the huge slice of Aramco, the Rockefeller-Standard of New Jersey interests extend into six other oil companies with more than \$5 billion in assets, controlling more than half the industry. The five others,

Standard of Indiana, Standard of California, Atlantic Refining, Ohio Oil and Socony-Vacuum, were set up after the old Standard Oil Co. trust was "dissolved" by a U. S. Supreme Court order in 1911. The court directed the monopoly to break up its holdings into 34 parts. Most are nesting in Rockefeller's grasp today.

Standard of New Jersey has also pierced such fields as banking, real estate, investment, coal, chemical, rubber and shipping. Typical of the way Standard operates is the Ethyl Gasoline Corp. Owned on a 50-50 basis with General Motors Corp. (du Pont dollars), the Ethyl outfit exercises a complete monopoly on the production of the compound that is the most economic antiknock mixture available to refiners. Selling only to refiners licensed at its discretion, the Ethyl Corp. collects royalty on every gallon

of gasoline containing the product.

### AIDED NAZI CARTELS

In the years preceding Pearl Harbor—despite the forecast of acute U. S. rubber shortages—an agreement between Standard and the Nazi-controlled trust, I. G. Farben, kept U. S. production of butyl (a synthetic rubber compound) at a standstill until September, 1940, four months after the fall of France.

In "Cartels in Action," published by the 20th Century Fund, the authors comment: "A cartel agreement had so tied Standard's hands that it felt it could not, without I. G. Farben's consent, undertake the commercial development, even in the U. S., of butyl, a product of its own laboratories. In 1938 Standard had turned over samples of butyl and complete information about it to the I. G. Farben combine that

nourished the Hitler war machine."

While building their billion dollar business, the Rockefellers fought labor. Typical was the Ludlow massacre outside the Rockefeller-owned Colorado Fuel & Iron Corp. on April 20, 1914, where 33 children, women and striking members of the United Mine Workers were killed by bomb-throwing police. The union's 15-month fight for recognition was lost and the strike smashed. Immediately thereafter oil John D. Rockefeller hired a publicity man who portrayed him as a benevolent gentleman who passed out shiny new dimes. He also dreamed up the company union technique that marked Standard's labor relations for years.

It wasn't until March 30, 1940, that the company unions were wiped out by an NLRB order.



# Coast Unions Fight T-H 'Cooling Off'

(Continued from Page 3)  
owners showed up with a voluminous, prepared case which was presented in such form as to indicate there had been many days of work on it.

There was no other such open evidence to indicate the whole thing was a rigged deal between the shipowners and the government, excepting that WEA's Folsie had been long publicly boasting that there would be no strike June 15.

Judge Harris' temporary restraining order forbade either lockout or strike for ten days and restrained all defendants—the shipowners being technically defendants, too—from in any way interfering with or affecting the orderly continuance of work in the industry or from making any changes in the wages, pay, hours, terms and conditions of employment or in the hire or tenure of employment other than by agreement of all affected parties.

All locals and members of the ILWU were immediately alerted to militantly guard their rights which are not disturbed by the order. They have the right to resist any attempts by the shipowners to take advantage of the order to institute the speedup or grab extra profit by sliding over basic safety rules, or to interfere with the operation of the hiring hall.

### STILL SAY 'NO'

The restraining order also directed the parties to resume negotiations, which was done without any result on June 16. The shipowners merely repeated their smug, "no" to all strike demands, including 7 new ones, and reiterated their refusal to recede from their own lockout demands which would wreck the hiring hall and destroy other important gains made in 1934 and since.

The additional demands presented, on behalf of longshore men, ship clerks and carloaders, were:

- Hourly wages shall be increased eighteen (18) cents to take effect immediately (June 15, 1948), or an agreement that any wage increases agreed upon at some future date shall be retroactive to June 15, 1948.
  - Separate contract covering foreign steamship lines or their agents.
  - Foreign flag ships to be bonded to protect an employee's right to sue if injured while working such ships.
  - No past arbitration awards to be made part of contract except by mutual agreement.
  - Revise present contract provisions concerning appointment of arbitrator and arbitrator's agents.
  - The new contract shall conform insofar as its wage provisions are concerned, with the recent Supreme Court decision relative to overtime after 40 hours.
  - The Union shall be guaranteed the right to refuse to work vessels which have been loaded by strikebreakers or manned by strikebreakers when such vessels have been officially declared unfair by the World Federation of Trade Unions.
- Other clarifying demands relating to steamships were:
- Definition of a steam schooner shall be written into the contract.
  - Steam schooner gangs shall consist of eight hold men, two deck men, and two hook-on men plus a gang boss.
  - Coffee time shall be granted at 10:00 a.m., 3:00 p.m., 9:00 p.m. and 3:00 a.m.
  - Twelve months' contract.
  - Expiration date shall be May 30th.

**BOEING AIRPLANE COMPANY**

**WANTS**

**SKILLED AIRCRAFT MECHANICS**

- Highest wages in aircraft industry. Steady job. Company has backlog of orders totaling more than \$400,000,000. Work on B-50 bombers, C-54 military transports, and other aircraft.



Aeronautical Industrial District Lodge No. 751 of the I.A.M. is currently on strike against the Boeing Airplane Company in Seattle. The strike was called on April 22 in violation of a Federal court order. The contract between Boeing and the union, and in violation of Section 8(b) of the National Labor Relations Act. The company maintains that because of these violations the union is no longer a representative collective bargaining agency.

More than 2,000 workers have been hired since the strike started. Many of these former union members' Federal law protects workers on the job and prohibits discrimination against them in any way in the future. Your right to work is protected!

## T-H Scabherding

For the first time in 14 years employers can advertise for scabs and transport them across state lines. It was against the law before Taft-Hartley. The above ad ran in the San Francisco Hearst press last week. Note the squib on the boost the Taft-Hartley Law gives to strike-breakers: "Your right to work (scab) is protected." Boeing Aircraft in Seattle, with the aid of Dave Beck's Teamsters who have announced a jurisdictional raid on the striking Aero Mechanics Union, is out for the open shop. The machinists struck April 22 for a 30 cent per hour wage increase, holidays and seniority rights. The AFL, except the Teamsters, and the CIO are supporting the strike to stop Boeing from setting the open shop pattern for the rest of the employers in town. ILWU warehouse Local 9 collected more than a ton of food for the strikers in May.

## Rankin's Suggestions to Solve the 'Race Problem' Include Death

WASHINGTON, D. C. — According to the Congressional Record for May 10, Representative John Rankin (D. Miss.), member of the un-American Committee, says that solution of the "race question" is possible in only one of four ways: "extermination, deportation, amalgamation, or segregation."

Contempt of Congress, the Constitution and the American people don't bother this rabid racist when it comes to what he would do on the racial issue.

"Take whatever one you want, but the white people of the South have carried on a program of segregation that we propose to continue to carry on, regardless of what the Congress or the Supreme Court of the United States say about it."

### LIBERATE MISSISSIPPI

"The less you meddle with the race question in the South the better off those people are going to be."

This is the man who also says that a federal anti-lynching bill "ought to be called a bill to encourage rape."

Henry Wallace recently remarked that the New Party might have to go down and "liberate" Mississippi.

### U. S. Army Asks Nazis To "Train German Nationals"

BERLIN (ALN) — The Army personnel section of the U. S. military government at Frankfurt has asked several former Nazi army officers, all above the rank of major, whether they would be interested in jobs to "train German nationals."

The names and addresses of these officers were supplied by General Heinz Guderian's intelligence headquarters in Allendorf, which the U. S. allows to operate. General Guderian, a Nazi, commanded Hitler's most successful armored corps during the last war.

## Shipowners Almost Railroad Biggest Swindle Yet Through Congress

Special To The Dispatcher  
WASHINGTON, D. C. — The attempt by the ship owners and operators to slip through a billion dollar subsidy steal in the closing days of this session of Congress is one of the biggest swindles on record.

The National Federation of American Shipping drew up an eleven point program "to strengthen and improve the merchant marine" and Congressman Weichel, Republican Chairman of the House Merchant Marine Committee pushed it out of his committee as House Resolution 413.

The same ship operators who have arrogantly refused to bargain with the maritime unions and who have used the Taft-Hartley injunction to prevent the workers obtaining any improvements in their wages came down to Washington for a handout from the U. S. Treasury.

Their bill was pushed through the House one evening five min-

utes before adjournment under a special order of business. It passed unanimously. The ILWU Washington representative had been assured an hour earlier by the Republican floor leader that the bill would not come up that day. Every Congressman lined up to oppose this steal had left the floor when the ship owners bill was quickly brought up and as quickly passed with absolutely no debate.

In the Senate, so raw an operation was impossible. "And not having held hearings the Senate Commerce Committee was in a box on how to produce for the ship owners. At the same time, opposition from the railroad—to subsidies for coastal and inter-coastal operators—from the CIO unions and from certain Senators added up to a real block.

The National Federation of American Shipping, thirsting after the loot, decided to scrap several sections of the House Bill

## Nazi Torturer Holds Job In Canadian Gold Mine

TIMMINS, Ont. (ALN) — He was working at the 3,500-foot level in the Hollinger gold mine, one of the richest in Canada's northern Ontario and controlled by a company known for its toughness when negotiating contracts with the International Union of Mine Mill & Smelter Workers (CIO).

At 3,500 feet underground the hard, gruelling work is accomplished by intense heat and the IUMMSW member gave the man who passed him only a casual glance. From the man's clothes he recognized him as a displaced person but there was something else, something that puzzled the miner.

At home that night he couldn't get the newcomer's face out of his mind. He wished he'd taken a closer look so he could fill in the details that were nagging at his memory. He was in bed and almost asleep when it finally came. The miner wondered then how he could have forgotten even the briefest detail of the newcomer's face.

### HUSH-HUSH TRIED

It had been four years ago, in a prisoner-of-war camp in Germany. The newcomer was the Nazi guard, the guard whose prodding bayonet had left scars on the ex-soldier's back. He couldn't be mistaken about that face, nor would other veterans of the Canadian Algonquin regiment who had served time in the Nazi camp. It was the face of a former torturer now working in a Canadian gold mine.

When the story "broke," the management of the Hollinger

mine hurriedly transferred the one-time Nazi guard to another level. There was a quick hush-hush campaign but it was too late. The recognition by the war veteran and union man of his former Nazi guard didn't fit in well with the recent denials of the Canadian government that former SS Gestapo men and Nazi troopers were infiltrating the northern Ontario mining and timber areas under government-management displaced persons schemes.

Charges by AFL and CIO unions said that genuine anti-fascist DP's were finding it almost impossible to pass the official screening which would permit their entry into Canada. In their place, said the unions, came former SS men, still arrogant, some of them still wearing jack-boots and remnants of their Nazi army uniforms.

## UE Asks Return of CIO Democracy

PITTSBURGH (FP) — District 6, United Electrical, Radio & Machine Workers, has quit the Pennsylvania CIO Council, declaring it would be glad to return any time the council sees fit "to restore the long established democratic right of allowing the second largest union in the state to select its own representatives on your executive board. We deeply resent your selection of a representative from a small factional anti-UE group in our union to 'represent' us, the better to disrupt our great union."



"They're slipping! Five years ago they made me look much younger!"

to make it more "palatable." In the course of this they tried to buy off the railroads by ditching the provisions aiding the domestic lines, and they dropped all the provisions benefiting the unsubsidized operators. All that remained was a two clause bill paying off no one but the big subsidized operators who have been on this gravy train for years.

The revised bill provides for a flat 50 per cent subsidy on the construction of all passenger vessels. Discarding the present law which pays a subsidy differential between the lower cost of constructing a vessel in a foreign yard and in the U. S., the ship operators want a flat 50 per cent pay off.

This is how it would work. American President Lines is planning five \$10,000,000 passenger liners. Under the present law the Maritime Commission has agreed to pay 30 per cent of the cost to make up for the cheaper con-

struction costs of similar vessels in foreign shipyards. Under the Weichel Bill, instead of 30 per cent APL would get 50 per cent; or \$5,000,000 instead of \$3,000,000.

The other section of the bill would permit subsidized operators to keep their losses on one vessel separated from their profits on other parts of their fleet. Under this gimmick they could turn vessels back to the Maritime Commission if a run was not profitable without dipping into their other profits to meet their obligations to the Commission. They call this one "limited liability." It simply means you can't lose for winning.

At the present writing this two point bill hasn't come out of the floor of the Senate. It should be beaten—and will be if any principled Senator is there to protest. It can only pass in the Senate, as it did in the House, by subterfuge and double dealing.

# DOCKERS & TERMINALS

## Arbitrator Sacked

Former Coast Impartial Chairman Arthur C. Miller, has refused to continue to serve as arbitrator in the event that U. S. Federal Judge George B. Harris orders the grievance machinery of the old longshore contract as part of a preliminary injunction.

On June 18 the ILWU notified Miller that his term of office expired as of midnight June 15, termination date of the coast contract.

At the same time, port agents appointed by the impartial Chairman were informed their terms had likewise expired. J. A. C. Grant, Harold Seering and E. P. Murray, were respectively agents in Los Angeles, Seattle and Portland, Ore.

In a letter to J. A. Robertson, Secretary of the Waterfront Employers Association of the Pacific Coast, June 18, Miller acknowledged a letter from him informing him that "the Court may order the contractual grievance procedure..." continued, "You inquire whether, under such circumstances, I would be willing to continue to act as Impartial Chairman."

## WEA CONCERNED

Miller said he would be "unavailable."

In the letter to Miller, Robertson had expressed some doubt whether the temporary restraining order against a strike by the union or lockout by the employers, continued the Arbitrator. The WEA, he said, intends to ask the Court "to clarify this point."

"We are somewhat concerned about the uncertainties with which we are presently faced," Robertson stated in his letter, written June 17.

ILWU regional director in Seattle, William Gittings, reported on June 18, that he had talked with former Port Agent Seering. Seering informed him he too would refuse to have anything to do with serving under procedures required by the Taft-Hartley Law.

ILWU President Harry Bridges on behalf of the union, in his letter to the impartial Chairman, expressed dissatisfaction with his services.

## FAVORED EMPLOYERS

He said that the union had found:

"1. On several occasions you have exceeded your jurisdiction and authority as impartial Chairman and have thereby seriously jeopardized the rights of the union and its members.

"2. In every important decision you have ruled with the employers.

"3. While removing work opportunity and conditions from the men by the above actions, you have also removed an excessive amount of money from the Union treasury through your fees. The union has always supported the principle of a 'fair day's work for a fair day's pay.' Your day's pay has been more than fair, and your work less than equitable.

"Because of the foregoing, we intend to appeal a series of your decisions to the courts."

## Spongers

The U. S. Merchant Marine is sponging up federal money in vast amounts, more than a billion and a half dollars in the 12 years since 1936. It was calculated in 1938 that the federal government had one and a third times more invested in ships than the so-called owners, and the proportion is even higher today.

Years of government effort to



**Eye-ful** From textile worker to showgirl is the biography in a nutshell of luscious Karen Lewis, member of the cast of "Oklahoma."

bolster and subsidize "private enterprise" in shipping have meant nothing more than compensating American shipbuilders and operators for their inefficiency.

West Coast companies, members of the Pacific American Shipowners' Association, have taken in \$589 million of the taxpayers' money since 1936 when the Merchant Marine Act set up direct construction and operating subsidies. The total for all U. S. shipping companies is \$1,637 million.

## MILLIONS IN FEES

Some \$379 million of this was in direct subsidies, on the theory that it costs more to build and operate American than foreign ships and the owners should be subsidized to the extent of higher cost.

Another \$588 million was paid to shipowners for the use of ships during the war, though many of the ships were originally acquired from the government for very small sums.

Charter hire on certain fabulous voyages exceeded the value of the ship. Luckenbach Steamship Company received \$4,608,465 in charter hire for 12 voyages made by ships worth \$1,426,857.

The shipowners also took in \$334 million in general agency fees, under a system where the government takes all the risk and the shipowners take all the profit.

## NOT EVEN TAXED

Profits from government owned ships chartered by the shipowners since the war amount to \$47 million.

On top of all this the shipown-

ers have more than half a billion laid aside in tax-free reserves. This money was not even taxed as profit before being set aside as reserves.

The share of Grace Lines in this loot of the taxpayers is \$119 million, American President Lines took in \$77 million, Moore McCormack \$83 million, Matson (including Oceanic) \$79 million, American Hawaiian and Luckenbach \$43 million each.

And now the shipowners lobbied the Weichel Bill gravy train through the House of Representatives. This bill would grant a straight 50 per cent subsidy, while under the present law no amount of figure juggling has authorized subsidies of over 35 per cent.

It would also allow the government to make up the losses on any bad voyage in subsidies, while the shipowners keep the profits on all good voyages, and free the owners from any floor on wages and conditions, thus opening the way for unlimited profiteering.

## Safety Menaced

Welfare Director of Local 10, Julius Stern, reported in the Local 10 Bulletin June 11 that a total of 49 dockers were killed and 35,920 injured in the United States during January, February and March, 1948. These government figures include accidents and fatalities in the shipyards as well as on ships. For longshore alone there were 17 deaths in the country through occupational accidents in this period.

In the same period, 6,531 longshoremen received non-fatal injuries and 5,514 of these cases showed disability for work.

Said the Safety Bulletin of the Bureau of Employees Compensation of the Federal Security Agency, June 1948: "Many such cases are serious enough to arouse real concern for the safety program at various ports."

## Foreign Lines

Among the affects of government injunctions against a maritime strike is the forcing of American longshoremen to work foreign ships that are filling the moneybags of tax-dodgers, that will carry materials to fascist governments for use against trade unions, or that have unsafe gear and working conditions.

The ILWU is currently demanding a separate contract to cover foreign lines and their agents, and bonding of foreign ships to protect the workers' right to sue if injured while working them.

Of the 167 members of the Waterfront Employers Association, half are steamship companies, and 30 of these are foreign lines. Many foreign lines have more than one stevedoring agent in Pacific Coast ports, and 48 of these agents are WEA members, for all of whom longshoremen are forced to work under an injunction.

The United Greek Shipowners Association is a WEA member. The Greek shipowners mostly reside in New York or London and are known to have big holdings in cash bonds and real estate. They escape taxation of their huge profits by the Greek government and by the government where they live.

The conservative Business Week said recently: "One of the most uncooperative groups is the shipowners. Most Greek shippers live abroad where they don't have to pay income taxes to the Greek government. Since the war, they have been riding the crest of the wave... for the most part in ships sold to them by the U. S. Maritime Commission."

A 40 per cent tax on the earnings, "a bold gesture" by the Greek government, is not being energetically collected.

Another group of ships American longshoremen are being compelled to work is Dutch. Many are carrying materials to the Dutch East Indies to destroy the Indonesian republics. Charges to this effect are now before the United Nations.

Australian longshoremen for a couple of years have refused to handle shipments to the Dutch East Indies. U. S. longshoremen are now being forced into what amounts to international scabbing on Indonesian workers.

The situation is similar on French lines that carry shipments to Indochina and on Turkish lines that carry shipments to Turkey, where trade unions are illegal.

A large number of these foreign ships are unsafe, especially the older ones. The Pacific Coast Longshore Safety Commission, which made a thorough investigation of gear and working conditions in every major coast port last fall, found "certain exceptionally old coal burning vessels of foreign registry that were in general bad condition from the standpoint of safe stevedoring operations."

Many foreign ships are individually incorporated, making it impossible for longshoremen injured aboard them to sue for damages. The ship is gone and may

never return before a suit can be entered.

Ordinarily longshoremen are free to stop work to enforce demands for safe gear and safe methods of operation, but under an injunction they have no effective recourse.

## Help Canada

Cargoes aboard vessels of Great Lake shipping companies declared on strike by the Canadian Seamen's Union will not be unloaded in Cleveland, ILWU Local 209 pledged in a wire to the CSU.

The CSU, an affiliate of the Canadian Trades & Labor Congress which embraces the country's AFL unions, has been on strike for almost two weeks against five shipping companies which locked out their employees when the season opened.

About 80 vessels and 2,000 crew members are involved in the walkout. The strike was officially called when federal labor authorities failed to enforce legislation against the illegal lockout.

## Shipowners Again Drag in Red Herring

SAN FRANCISCO.—If you believe the shipowners and their press, a maritime strike this summer will be the fault of the "reds" alone.

In 1934 the shipowners said the maritime strike was "bred in Moscow," that it was a "red revolution plot."

Two weeks ago, before President Truman's fact-finding board the employers' attorney, Gregory Harrison, said that the unions' presentation of the facts in the dispute followed the "party line." It was a "studied imitation of some of the speeches that we have read of Messrs. Molotov and Gromyko," he said. He particularly objected to mention of "the many who produce and the few who have."

Harrison complained that he'd heard the "line" before. Of course he did not mention 1934 and the fact that the shipowners' line of red-baiting was found to have no basis in fact.

Another thing the shipowners would like the public to believe is that a maritime strike would be aimed at sabotaging the Marshall Plan and nothing else.

## "FOMENTING"

The New York Journal of Commerce May 27 said that it was a curious fact that a strike would "have very little effect on the Marshall Plan," but still the Communists are "fomenting" one. The explanation, according to the Journal, is that the Kremlin is willing to sacrifice its "most powerful foothold in this country" to "bibble once or twice at the heels of the Marshall Plan."

This sounds like the newspaper headlines in 1934: "Reds blamed for Crisis"

The Journal does admit that the issues are protection of the hiring halls and improvements in wages and conditions and regrets the absence of "earnest negotiations" on these issues.

It does not, however, state the fact that it is the shipowners, not the unions, who are refusing to negotiate in good faith.

A test home generally accepted as a yardstick in building circles sells for \$11,625 today as contrasted with \$5,000 in 1939, an increase of 93.8 per cent.



"There's some mix-up here, waiter—we both ordered a stack of wheat cakes!"

# WAREHOUSE & DISTRIBUTION

## Quart of Milk

Gladding McBean got a thumbs down on its 7 cents wage offer from Local 17 warehousemen in Lincoln, Calif., Local 6 warehousemen in Livermore, and Mine, Mill & Smelter Workers in Pittsburgh last week.

Local 6 likewise said "no" to Pacific Clay Products in Alameda.

Members of the two unions had already unanimously voted "no" on a 3 cent offer.

The unions' negotiating committees have informed the clay industry that they are ready to resume negotiations on their demand for a 17 cents costs of living raise, and four additional paid holidays.

Current rates are \$1.23 an hour, 4½ cents less than the base wage in other Northern California warehouses. The original demand was for 24½ cents, but the unions in an effort for a just settlement lowered the figure to 17 cents.

## PROFITS UP

The employers offered nothing on the unions' demand for four more holidays on the excuse of "principles." They say they do not believe in paying men for days when they do not work, in spite of the fact that the holiday "principle" has been accepted throughout the country.

Only Labor Day and Christmas are paid holidays under the present contract.

Negotiations began May 14 with the clay industry contending that the unions are trying "to go too far too fast." The 3 cent offer made the next week the employers called a "fair amount." The unions pointed out that it amounted to slightly more than a quart of milk a day.

The unions further pointed out that Gladding can pay a living wage, with a 1947 profit of \$1,333,000, as compared with a profit of \$86,500 in 1939. The buying power of the workers today, however, is less than it was in 1939 when wages were only 50 cents per hour.

Gladding has a working capital of \$4,815,000, its sales volume hit an all-time high of \$15,600,000 last year, and its credit rating is at the highest point in history.

## Petaluma Boost

Local 6 signed with the Western Condensing Company in Petaluma, Calif., last week for an 8 cent per hour wage increase effective July 1. The lowest rate is now \$1.43.

The new one-year contract provides for an automatic wage opening when and if the AFL Teamsters open for wages in the plant with the stipulation that warehouse wages will be at least 2½ cents per hour higher than the Teamster rate.

Local 6 has 23 members working at the company's two plants. Those in the experimental plant received the 8-cent increase retroactive to January 1.

## Local 26 Slams Disrupters in CIO

LOS ANGELES. — Another denunciation of the union-wrecking program of the so-called California National CIO-PAC came from the executive board of ILWU Warehouse Local 26 June 3.

The board voted to send no delegates to the conference called here for June 20 to plot strategy for lifting the charters of California CIO Councils. Local 26 concurred in a resolution by CIO Steelworkers Local 1788 of Oakland branding the PAC group as a tool of reaction.



**Preview** Svelte Virginia Grey, soon to be seen in the Henry Morgan flicker "So This Is New York," gives us an advance peek at her streamlined stems.

## Railroads Win Immunity From Anti-Trust Laws

WASHINGTON (FP). — The anti-trust laws will bother the railroads no longer as they meet in conference to decide the nation's freight rates and passenger fares, the House decided June 17.

Following the Senate by a few hours, the House voted 297, to 102 to override a Presidential veto to the Reed-Bulwinkle bill. The main legislative goal of the rail lobby this year, the measure exempts the railroad rate-making conference procedure from prosecution under anti-trust laws.

## Judge Slaps Injunction On Safeway Stores

SAN FRANCISCO. — Safeway Stores, a Safeway Produce and Dwight Edwards Coffee Company were ordered by Judge Herbert Kaufman in the Superior Court here June 21 to refrain from violating the contract between the Distributors Association of Northern California and ILWU Local 6.

In granting the temporary restraining order the judge told the company that it must appear in court on June 26 to "show cause" why it "should not be restrained and enjoined . . . from directly or indirectly . . . doing . . . any of the following things:

- 1. Discharging or threatening to discharge any of their warehouse employees," except under terms of the contract between DANC and Local 6.
- 2. Hiring any new employees," except under the contract.
- 3. Refusing to adjust any dispute which they may have with Warehouse Union Local 6," except as provided by the agreement.

"4. Refusing to carry out or perform any of the provisions of said contract with respect to wages, hours, grievances, or other conditions of employment."

## SAFEWAY IS BOUND

Local 6 secured as part of its strike settlement with the DANC a statement signed by executive vice-president J. Hart Clinton that the Association regards Safeway as bound by the master contract.

## Local 6 Warehousemen Crash Through To Victory With 10 Cent Increase

(Continued from Page 1)  
way announced to the press that it was through with the CIO, that the 261 were fired, and that it intended to hire AFL warehousemen, notwithstanding the fact that its contract has two more years to run.

With the DANC officially on record that Safeway is bound by the master contract, and union attorneys positive that Safeway does not have a leg to stand on, Local 6 went ahead with wage negotiations for a satisfactory settlement.

President Eugene Paton of Local 6 hailed the victory as tremendous and said "it shows the complete unity and fighting solidarity of our union." He was joined in his comment by George Valter, chairman of the strike committee, and other officials.

"The strike was a clear example that a membership that's prepared to fight can win through in spite of the many obstacles thrown up by employers against labor progress," commented ILWU Secretary-Treasurer Louis Goldblatt, who helped with negotiations.

"Tightening up, consolidation of the ranks, overwhelming strike vote and solidarity on the picket line forced the employers, who only a month ago offered nothing, and on the strike eve 5 cents, to make an offer which the membership was willing to accept."

The 10-cent raise will bring base wages to \$1.37½ for men and \$1.20 for women. It will also apply to some 6,000 warehousemen in independent houses on both sides of the bay which agreed to follow the DANC settlement pattern beforehand and were not struck. Local 6 originally demanded a 20-cent raise, but authorized its negotiating committee to consider an offer in the national or regional pattern.

The union dropped its demand for the right to discuss mechanization problems and for classifications adjustments so that the sole strike issue was an across-the-board raise. The union at first demanded that the question of whether classifications are open go to an arbitration adjustment board under the contract, but withdrew even this demand June 19 after the DANC had tried to hang up all discussions on this issue.

## STICK WITH UOPWA

In Oakland members at the huge Paraffine Company plants were still out as The Dispatcher went to press, respecting the picket-lines of CIO-United Office and Professional Workers chemists who struck jointly and whose demands have not yet been met. AFL Paint Makers also pounded the bricks with Local 6 at Fabco.

Every member in every DANC warehouse manned the picket lines for five hours a day during the strike, every member in every independent non-struck warehouse contributed \$5 to the strike fund the first week. Safeway members led off before they hit the bricks with a \$700 donation.

The strike publicity committee put out a strike bulletin every day, distributed to members on the picket lines along with The People's World and magazines contributed by sympathetic merchants. Ken Hansen was chairman of the publicity committee. Leaflets to the public and to other union members and radio programs told the story of how Local 6 made every effort to settle without a strike, even postponing it from the wage opening date of June 1, and exhausted the facilities of the conciliation service.

## GET FULL SUPPORT

The speakers' bureau, chaired by Alan Marks, sent members to unions and other organizations to ask support of the warehousemen's wage demands. Everywhere they met a good reception, even at AFL Warehouse Local 860 (Teamsters), whose officials, though they said they would not strikebreak, at the same time announced an "all-out jurisdictional war" on the CIO warehousemen.

The AFL Cooks, the San Francisco and Contra Costa CIO Councils, the CIO Allied Fishermen, AFL Miscellaneous Local 110, CIO Marine Cooks and Stewards,

ILWU Sugar Local 142, the California Labor School and the Building and Construction Trades Council offered full support without being asked.

Some 25 other unions, including 17 AFL, the Brotherhood of Railway Trainmen, and the Maritime Joint Action Committee, five churches and the National Association for the Advancement of Colored People heard speakers from Local 6 and pledged support.

## ACTIVE PUBLICITY

The publicity committee also got together an orchestra of warehouse and other union members, led by Leo Christmann of the California Labor School, to help keep up the morale on the picket lines.

The ranteen committee provided donuts and coffee twice a day to the pickets at every house.

The welfare committee contacted agencies for public relief or assistance, and directed all legal and medical problems of strikers to the union attorneys and to progressive doctors who had agreed to treat strikers free.

Two barbershops offered free haircuts to strikers, a gas station marked down its prices 2 cents a gallon for strikers, a restaurant served free coffee.

It all added up to "a real victory," according to rank and filers hitting the mike at the membership meetings.

## NLRB Anti-Union Charges Against Unions Mount

WASHINGTON (FP). — Accusations against unions for violating certain provisions of the Taft-Hartley law amounted to more than a quarter of the unfair labor practice cases filed with the NLRB during April, a monthly summary showed June 17.

The NLRB reported that it had received 247 complaints against employers for unfair labor practices, and 67 complaints against unions. Of these, 45 were filed by employers and employer associations. Most common charge was that of maintaining a secondary boycott.

April's record showed 96 per cent of the 3,100 union shop votes turning out favorably to union security. This has happened consistently, despite employer propaganda claiming that workers are coerced into union shop contracts.

## Portland Members Can Get Typhoid Shots Free

PORTLAND, Ore. — All members of ILWU Local 8 here were advised by the union in the June 18 issue of The Hook — Local 8 paper — to get typhoid shots at the Portland City Hall.

Because of hazardous health conditions in the city due to recent severe floods of the Columbia River, members were asked to get the free inoculations as soon as possible "for your's and others' safety."

## ILWU Local 9 Endorses Pension Union Initiative

SEATTLE. — The Washington State Pension Union's Initiative 172 for old age pensions was endorsed by the membership of ILWU Warehouse Local 9 June 8.

The warehousemen also voted a financial contribution to the Washington State CIO Council for the fight against the Mundt-Suversive Activities Bill and circulated a petition against the bill among all members.





## Dockers Rap Washington Rump CIO

SEATTLE.—ILWU Longshore Local 19 condemned the splitting, isolationist moves of the Washington State Committee for National CIO Policy in a letter to that rump outfit June 1 signed by Secretary Jack Price.

The longshoremen asked by what authority an "Aberdeen Convention" was held, followed by arrangements to set up a state committee in opposition to the democratically elected Washington State CIO Industrial Union Council.

The CIO Council election results, putting in a progressive program and officers last year, were checked and rechecked, but now the disgruntled minority, with the aid of such top CIO officials as Regional Director Roy Atkinson, has set up its own separate headquarters.

### KEEP LABOR UNITED

Local 19 pointed out that this division in the CIO came at a time when labor must be united on a fundamental trade union program to fight the effects of the Taft-Hartley Law, to fight passage of the Mundt-Nixon Bill, and to wage the approaching battles in maritime and lumber.

"Our membership sees this as a move to weaken the CIO in this state, as a means of giving the employers and power-mad persons within our state and federal governments a sounding board for red-baiting and witch-hunting," said the longshoremen.

They demanded strong disciplinary action of the National CIO against the Washington State Committee for National CIO Policy for its divisive tactics.

### Labor Dept. Calls Hawaii One of Best Organized

WASHINGTON (FP)—In two years since 1945, the Labor Department reports, Hawaii has changed from one of the least organized to one of the most highly organized areas of the U. S.



**Injunction Protest** A huge rally of maritime workers on the Embarcadero June 15 heard speakers denounce the injunctions which delayed the maritime strike. Shown speaking in the inset at left is President Eugene Paton of Warehouse Local 6 which hit the brick the day before. Behind him waiting to speak is Henry Schmidt of the Longshore Coast Negotiating Committee, and between them Pat Tobin, chairman of the S. F. Joint Action Committee.

## Reveal the Ways Maritime Commission Helps Shipowners Swindle the Public

WASHINGTON, D. C.—The scandalous way the U. S. Maritime Commission keeps the records of how it spends the taxpayers' money and fails to keep the records of how much is swindled away by the shipowners came to light for the third time in four years recently.

This time it was in hearings before a House Subcommittee on Appropriations. A report from the U. S. General Accounting Office on the Maritime Commission said: "The accounting records for the fiscal years 1946 and 1947 have not been completely recorded or adjusted to the facts. On the whole, the accounting records were in even worse condition than in prior years."

In 1944 the accounting office, which checks on every dollar spent by Government agencies, found \$5 1/2 billion unaccounted for by the Commission and the War Shipping Administration. The accounts were juggled wildly

with such items as \$13 million worth of ships on the bottom of the sea listed as assets.

In 1947 the House Merchant Marine and Fisheries Committee charged the commission with waste, extravagance with the taxpayers' money and over-generosity to shipowners, and reported that the commission's fantastic accounting system made it difficult if not impossible to check on just where fraud and

losses had occurred. Recommendations from this committee and directives from the accounting office have not brought the commission into line. The current report emphasized that the accounts still are "not in accord with the facts."

It said: "The examination of the accounting records disclosed that . . . deficiencies reported in prior years were considered aggravated."



### Local 26 Greets China Labor Parley in Harbin

LOS ANGELES.—ILWU Local 26 here joined the Committee for a Democratic Far Eastern Policy in sending greetings to the China Trade Union Conference that started in Harbin, Manchuria, June 15. A national labor federation is expected to come out of the conference.

## Fight Sugar Bosses' Splitting Tactics by Building Up Stewards' System

SAN FRANCISCO.—"For five months I've lived with the people down there. I've really got to know them and I saw the rank and file working together as never before," that's how ILWU First Vice-President J. R. (Bob) Robertson reported on his stay in Hawaii last week.

Robertson returned to the mainland with a story of union organization and a battle against feudal employers with problems different from those common here.

In the Territory the members, particularly in sugar and pineapple, organized since the war, are isolated on plantations and in scores of camps on those plantations. The members are so scattered it is impossible for union representatives to contact them on the job, so the union program has been taken into the home.

Robertson said that the union's intricate system of contact—camp by camp and home by home, has made the individual worker realize what the union means to

him and can do for him. He said that the local leadership is assuming more responsibility than ever before, a broad core of secondary leadership is developing, and the rank and file is participating fully.

He sees this tightening up as a major result of the employers' pressure, felt in the Territory just as here. The current boss tactic is to destroy the union by taking away basic gains won in the past and ending industry-wide bargaining.

The sugar employers have already indicated they will try to cut wages, now 78 1/2 cents an hour, and they want to do it on a plantation by plantation basis. The way their plan is laid out wages will be tied to the price of sugar, so that no matter how much the cost of living goes up, or profits go up, or mechanization increases production, wages can still be cut any time.

### SEEK TO SOFTEN UNION

The Big Five sugar employers

have started a campaign of softening up in preparation for contract termination August 31. They call in the union leadership on a plantation and string a tale about how management and the union must co-operate on that plantation to guarantee its survival.

They scream that they can't pay higher wages, that the only way to continue operations is to break up the industry-wide bargaining pattern and "get along" individually.

When the union leader resists this propaganda, the bosses make it tough for him in a thousand different ways.

They speed up operations, and try to instill fear in the workers by telling them that the working force will be reduced, that each individual must speedup to keep his job.

### SIGN CHECKOFF

Robertson reported that the ILWU members are answering the employers' propaganda by showing they intend to stick with

the union in signing up on the new checkoff, and by letting the bosses know that the membership will not stand for the breaking up of industry-wide bargaining.

This they do through every member telling his luna foreman "You guys lay off," and on up the management scale. Demonstrations in front of the plantation offices are planned, and large committees are visiting management to inform them that the union will fight on this issue.

The steward system on the island, though not 100 per cent organized yet, will soon comprise a steward in every unit in all four ILWU locals—sugar, pineapple, longshore and miscellaneous.

### RANK AND FILE TALK

Radio programs with rank and filers participating in the broadcasts explain what the union means to members and the community. English, Japanese and Ilocano (a Filipino dialect) programs are broadcast each week.

## Small Crowd Turns Out For Truman

SEATTLE, Wash.—A scant 5,000 persons heard President Truman deliver a major speech on reclamation at the High School Memorial Stadium here June 10.

More than 100 members of maritime unions picketed the meeting, carrying signs reading: "Mr. President, do not wreck our hiring halls." "No injunction June 15." Unions represented included ILWU, NMU, Marine Cooks and Radio Operators, ILWU Locals 19 and 9 were out in full force.

A large audience paid \$1 each to hear Henry A. Wallace here three weeks ago.

Mr. Truman received his only warm applause after an allusion to FDR's pioneering work in reclamation and flood control.

The pickets met Truman's car as he entered the grounds near the stadium. The demonstration was organized by the Northwest Joint Action Committee, which earlier had failed to get an audience with the President on the looming crisis.

## NLRB Tells Co. to Bargain on Health

WASHINGTON (FP)—Employers are required to bargain with the union on group health and accident insurance programs covering their workers, the NLRB ruled in a 4 to 1 decision announced June 20.

The principle, made in a case involving the United Steelworkers (CIO) and the W. W. Cross Co., of East Jaffrey, N. H., extends the rule laid down in Inland Steel Co. case. In that decision the board said the firm must consult the bargaining representative on pension and retirement plans.

### "Voices of Freedom" Award Goes to UE News Analyst

NEW YORK (FP)—The Voice of Freedom committee will make a special radio award, June 28, to Arthur Gaeth, whose weekly radio commentary is sponsored by the United Electrical Radio & Machine Workers (CIO).

Speeding was the direct cause of 3,400 deaths and 260,000 injuries in 1947 traffic in the United States.

Answer to Who Said It? Democratic National Platform, 1896

"Attainment of self-respect and human dignity" is the big thing the union and the union program have meant for the workers of Hawaii, said Robertson.

"They realize they are in a real battle for the existence of the union, but the union has meant so much in economic security and political freedom that the workers know if they lose the union they will lose other things."

### REBUILD DEMOCRATS

He backed this statement with the evidence of how ILWU members participated in rebuilding the Democratic Party in the Territory. "For the first time in the history of the party the Territorial convention truly represented the people."

Union members are working in precinct, city, county and Territorial activities of the party.

Full economic and political freedom for the workers of Hawaii is the ILWU goal, said Robertson. "ILWU members, the workers of Hawaii, will fight for their union and their rights."