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

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WATERFRONT BRICKS HOT



Shipowners Stall on T-H Sleight Ride

SAN FRANCISCO—Longshoremen and ships' clerks will hit the long overhot bricks on September 2.

This became a certainty July 19 at a negotiating session between the longshore and clerks' Coast committees with the Waterfront Employers Association of the Pacific Coast.

Presently, the strike which was to have begun last June 15 when the Coast longshore agreement expired, has been postponed because of judicial edict requested by President Harry S. Truman.

The judicial injunction expires September 2.

ATTITUDE IS REVEALING

Unless Truman follows through and seizes the shipping industry or asks the special session of congress for new laws to frustrate labor, the strike will be on.

The July 18 meeting was revealing of the shipowners' attitude. It was: "Now is the time to rid the industry of unions."

Every demand, every suggestion, every attempt at discussion on the part of the union was met with a cynical reply from Attorney Marion Plant of the shipowners: "Give it to us in writing and we will consider it."

Said ILWU President Harry Bridges:

"It is obvious that so long as the shipowners have the protection of the injunction which prevents the union from backing up its demands with a strike or strike threat they will make no concessions of any kind on hours, wages and working conditions."

THERE'S ONE AGREEMENT

The one and only thing agreed upon in the presence of U.S. Conciliators was that the hiring hall issue was not a main issue. It was made clear and agreed that the union would strike on its demand for a wage increase and hour adjustment.

Plant held up profits as a reason and a good reason for working ships around the clock even though it meant loss of limb and life to longshoremen.

"That's the reason we are in business," he said.

The shipowners made it clear they intended to spit away part of the union from the bargaining.

Bridges said: "We'll get a contract for all our groups or none. We'll not go for anything that splits our union. If we go for this it only means that next year the shipowners will come in with a proposition to eliminate gas money, which drivers, hatch tenders and what have you until they cheat away everything."

The shipowners, through Plant, (Continued on Back Page)

In Europe Members of the ILWU rank-and-file delegation which left San Francisco July 9 for a two months' study of labor and economic conditions in Europe arrived in Paris, France, on the first leg of their trip July 12. Left to right: Herman Stuyvelaar, Local 34 shipclerk from San Francisco; Julian Neppinger, Honolulu longshoreman, member of Local 136; Jovan Zuber, Local 6 warehouseman at McKesson and Robbins, in Oakland; and Don Brown, Local 12 longshoreman from Coos Bay, Ore.

FIRST INTERIM REPORT FROM EUROPE

ILWU Delegates Greeted by French Workers, March in Bastille Parade

Paris, Friday, July 16, 1946

Mr. Harry Bridges, President ILWU, San Francisco, Calif., USA

Dear Harry:

The delegation got to New York safely last Saturday. Bill Glazier was at the airport and he sure did a bang-up job in helping us around.

Sunday night we took off for Paris where we arrived Monday evening at 9:30. The customs officers had gone out on strike that morning which was a break for the passengers, saving us searching of our baggage.

Paul Davier, Saillant's right-hand man, met us at the uptown depot where he introduced us to Congressman Isacson of New York and his father who were returning that night by plane to New York. The Isacsons had visited Palestine.

The next day (Tuesday) Paul took us to the headquarters of the CGT (French Labor Federation) where we met Benoit Franchon, general secretary of the CGT, and his private secretary, Irene Noldine. We had a two-hour interview, tremendously interesting from beginning to

end. We learned a lot in those two hours on which we will report in detail later on. Those people and others that we have since met are extremely intelligent who have a wide and thorough grasp of world conditions. They KNOW ALL about the Taff-Hartley act, in fact, they are better informed about that thing than many of our own alleged labor leaders.

PARADE SEEMS ENDLESS

The day following was Bastille day, the anniversary of the Great French Revolution. Franchon had invited us to march with the heads of the CGT in the great Parade of the Forces of the Resistance, of which Saillant is the head, and the CGT. And there we were, four of us marching in Paris in one of the greatest working class spectacle that we had ever participated in and had ever witnessed. We were told that this was the first time a delegation of the American Trade Unions had marched and sat on the reviewing stand.

The parade seemed to be endless. For over four hours we sat on that stand watching the great Paris working class pass by. And those people have their hearts and

souls in their demonstrations. There were generals and high officers of the French Army and Navy who had been active in the Resistance, the workers, many of them very old veterans of earlier working class fights, elderly women, middle aged folks, the younger generation with their wives carrying babies or pushing them in baby buggies, the youths and thousands of young children.

A LABOR OF LOVE

There were hundreds of magnificent banners and streamers, floats and bands. And, yes, the players in those bands don't have to be paid either, unlike our American Labor Day parades. It is all a labor of love and they put their souls into that music.

In the procession were delegations from Canada, England and Scotland, Indo China, Armenia, Rumania, Poland, Jewish groups. England and Scotland had brought with them a large

band of pipers in kilts and all. They were a big hit.

It was a grand spectacle. The theme of the Parade was PEACE, UNITY of the French Workers, the PRESERVATION AND PROTECTION OF FRENCH INDUSTRY, with emphasis on those industries such as auto, steel, aircraft and tractors which were nationalized after the liberation and which French Finance and Capital is attempting to restore to private ownership.

It seemed to us that as long as there is such a movement in France, French reactionaries and their foreign allies, will have little chance to put over their phony plans.

The news of the attempt on the life of Togliatti came while the parade was in progress. It created a tremendous sensation.

MEET LONGSHOREMEN

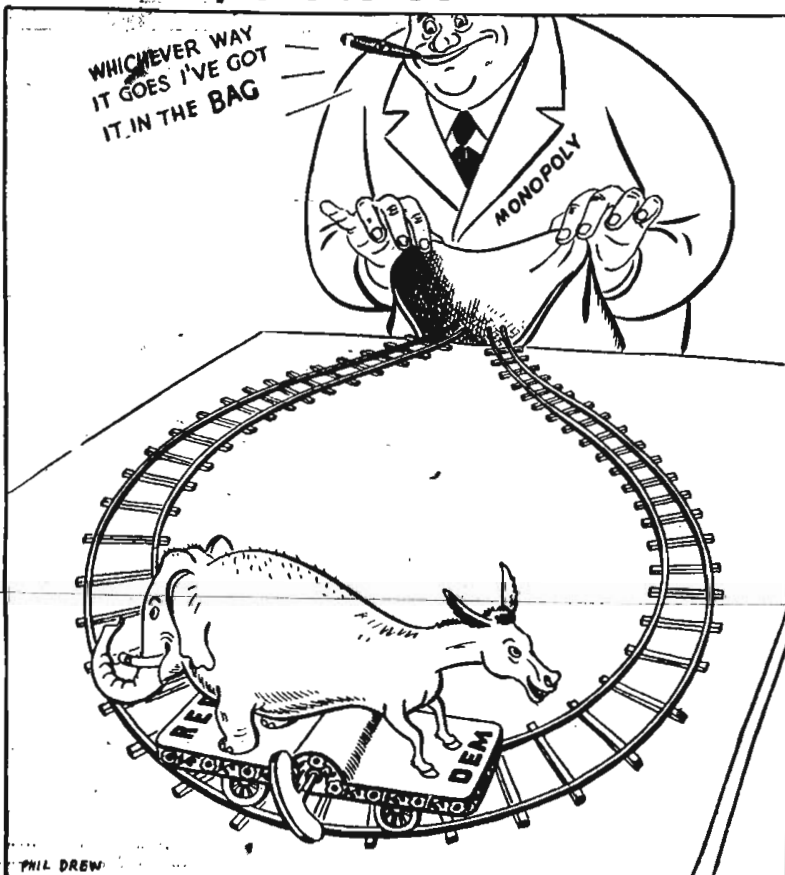
Yesterday (Thursday) we met the secretary-general of (Continued on Back Page)

Who Said It?

"You can't use tact with a Congressman. A Congressman is a hog. You must take a stick and hit him on the snout."

(Turn to back page for name of author)

Two Down, One to Go



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

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

Offering exactly the same thing, the Democrats are still trying in an ungraceful manner to dress it up so that the common man will think he has a chance for a little of what's coming to him. Now handicapped by the necessity of admitting they have no one to run but Truman, the Democrats would like labor, and everyone else except big business, to forget his record.

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

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

WITH ONLY this appeasing, double-talking outfit to turn to for a home, some "liberals" are opposing the New Party of Wallace and Taylor for fear it will split the Democratic vote. That's small loss for a party that in spite of all the entering Truman could do couldn't keep the race-baiting Dixiecrats in the fold.

These "liberals" seem purposely to ignore the fact that the New Party has spelled

out its intention to repeal the Taft-Hartley Law in toto, no fancy talk.

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

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

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

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

We must make up our minds accordingly.

THE DISPATCH
MORRIS WATSON, EDITOR

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On the Beam

BY HARRY BRIDGES

WE LEARN from Mr. Truman in his speech of acceptance before the Democratic Convention that if labor does not support him it will be a most ungrateful group.

As for our union it would be hard to see that gratitude could be so distorted as to put it in the direction of re-electing President Truman. By this time our whole union knows that a large section of our union, namely the longshoremen and ships' clerks, are currently on their jobs, working against their will, under pressure of an injunction which was demanded by the same Harry S. Truman who says we would be ungrateful to him if we don't vote for him.

For our money it is bad enough that the shipowners who are collaborating with the Truman Administration are able to tie our hands with an injunction, under cover of which they are instituting speedup and perfecting a union-busting program. But now, to add insult to injury, there comes Truman to tell us we must cherish these great advantages even though all the advantages are for the shipowners with none for us.

The injunction that has been saddled upon us is important not only to our whole union but to the whole labor movement, and if there be those who have not yet felt the sting of what Truman thinks they ought to be grateful for, they will feel it soon enough.

Of what we know is in the wind, there will be plenty more for our members to be "grateful" to Mr. Truman for before September 2 when the injunction against us must automatically be lifted and we will be free to strike to gain our demands and save and improve our basic conditions. Any day we may expect new onslaughts, both from Mr. Truman's Department of Justice and from the reactionary 80th Congress' House Committee on Labor. Plans of these two groups, who are working in close collaboration with each other and with the shipowners, is to discredit and cut off the leadership of our union, particularly in connection with the submission to the longshoremen's and clerks' membership of the employers' last offer as provided by the Taft-Hartley Act.

This vote on the employers' last offer is supposed to be conducted by the National Labor Relations Board when the injunction is 60 days old, which hits the calendar just ahead of the middle of August.

THERE IS NO indication that here will be any last offer by the shipowners other than their present offer which boils down to "po" to every union demand and "no soap" unless the union agrees to all of the union-busting demands of the shipowners, including liquidation of the hiring hall as we have known it for the past 14 years. However, the Taft-Hartley Act authors thought of all the angles, put both jokers in the deck and added the wild-eyed jacks as well. The so-called last offer of the employers must be in their own language, regardless of how phoney. In other words, it could read like the fine print in a Chicago real estate lease and still the National Labor Relations Board will submit it for approval of the union's ranks.

Considering the double talk proclivities of the shipowners, their practiced ability to skirt the truth and do violence to logic, it becomes of more than ordinary importance that the union be united and in possession of all of its facilities to analyze any and all propositions put to them so that the union membership will know just exactly what they are voting for when the time comes.

The shipowners and Mr. Truman, who wants us to be "grateful," know this as well as we do. So do the labor haters in Congress. Their current plans are for cutting off the leadership and intimidating the membership before the National Labor Relations Board vote on the shipowners' last offer is conducted. The plan is to confuse us and defeat us, and try to get us into that state where we will unknowingly cast our ballots to destroy our union, to give up all of our conditions and open the way for return to the pre-1934 shipowners' whip-lash heaven.

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

NOR ARE THESE the only plans as we have been able to learn them. In the event the membership of the union comes through the NLRB shipowners' last offer vote without the confusion anticipated by the shipowners and the Truman Administration, there has been devised a second line of attack. These involve new devices to tie our hands beyond the expiration of the injunction on September 2, such as seizure of the industry by the President or a request to Congress for special war-time powers to kick us in the teeth.

And even with these plans in one pocket, Harry S. Truman had the audacity to pull a speech out of another pocket finding reasons for labor to be grateful to him.

If it turns out that we are among the least grateful among the electorate it is my hunch we will have a lot of company. To mention a few, there will be the miners who must be extremely grateful to Mr. Truman who used all the powers of government to block their \$190 a month pensions, the railroad workers who must surely be throwing their hats in the air because Truman broke two of their strikes and prevented them from getting any just adjustment of wages, and the typographical workers against whom the Truman Administration obtained an injunction spelling out what could and could not go into their collective bargaining agreements.

When the chips are down Truman will be on the side of the shipowners. The funny part of it is that they will show their own gratefulness to him by furnishing finances and votes to Dewey and Warren.

Di Vittorio Tells Local 6 Of Marshall Plan Blunders

SAN FRANCISCO — Giuseppe Di Vittorio, Secretary-General of the Italian Confederation of Labor in town for the International Labor Organization sessions recently, gave 350 Italian-speaking members of ILWU Warehouse Local 6 two specific examples of what is wrong with the Marshall Plan.

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

2. The United States is sending tractors in spite of the fact that the Fiat Works in Turin turn out more tractors than Italy can use. The result is growing unemployment.

LABOR IS UNITED

Di Vittorio told the warehousemen that the Italian labor movement came out of the April elections more determined and united than ever, that the Di Gasperi government was put in by American monopoly. He said that pressures from this country, letters, cigarettes, money and food won the election for the reactionary government.

In spite of the present government the labor movement is growing tremendously according to Di Vittorio. Farmers, Catholics, all workers come to union meetings and look on the union movement as the only means to progress.

THANKS WAREHOUSEMEN

In many respects workers in Italy are further advanced than in the United States. A worker with a large family earns more per hour than a single worker. If a worker loses time for illness he is allowed to make up that time over a year and thus loses no income. If work is heavy or obnoxious, hours are shorter than for ordinary work.

Di Vittorio thanked the warehousemen for messages of support sent during last year's strike. He termed such messages very important to Italian labor and

Warehousemen Plan

Barbecue For Stewards

OAKLAND, CALIF. — ILWU Warehouse Local 6 will stage its annual barbecue for San Francisco and Oakland stewards, committeemen and their families August 1 at Crow Canyon Park here. All the steak a warehouseman can eat, swimming, games, door prizes and dancing are expected to attract more than 1,500 to the barbecue.

urged that many more be sent in the future.

He pledged that if maritime workers strike here in September no Italian sailor or longshoreman will touch a ship from America loaded or manned by scabs.



Bloody Thursday

Marine unions "Honor Guard" pays its annual tribute on July 5, 1948, to the men killed by shipowner-police guns on Bloody Thursday at height of maritime strike in San Francisco July, 1934. Top cut shows guard during ceremonies on spot near Rincon Postoffice Annex, where San Francisco longshoremen Howard Sperry and Marine Cook Nick Bartois laid down their lives in the cause of democratic unionism. Below, line of march in Portland honoring Bloody Thursday martyrs.

Shipowners Loot Taxpayers, Shippers

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

Monopoly rates brought Alaska Steam \$3.55 in gross profits for every dollar paid the crew in wages on one voyage last year of the SS Harold D. Whitehead, chartered from the U. S. Maritime Commission at the cost of 13 cents.

The SS Reef Knot enriched the company \$100,654 in 70 days. The crew received \$33,328 for the voyage.

In 40 days Alaska Steam scored \$48,906 in direct profits from a voyage of the SS Coastal Monarch, paying out only \$17,215 in wages.

The SS Peter J. McGuire's crew received \$23,362 for 47 days work while the company hauled in \$80,483.

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

Alaska Steam, Northland Transportation and Alaska Transportation, all under the control of one family are subsidized by the United States Maritime Commission to the tune of \$4 million a year. Besides supplying ships out of taxpayers' money for \$1 a year charter fee, the commission pays all hull insurance.

The monopoly is complete—no other lines receive subsidies from the government and only Alaska

Steam can call at Seward and Whittier where freight for the interior is discharged.

Consequently it costs \$26 a ton to ship fresh vegetables the 1,400 miles from Seattle to Cordova; the rate from San Juan to New York City, an equal distance, is \$10.80.

This monopoly juggles rates at will, with no objection from the Maritime Commission. Alaska Steam reduced the freight on insulating cork by 75 percent when its president was engaged in building a cold storage plant. On the same day it hiked the freight on flour to Fairbanks from \$2.33 a hundred-weight to \$3.81.

The average Alaska family must spend \$450 a year in ocean freight for food alone.

stepped off the plane from San Francisco when he saw in the Oregonian that longshoremen "were gathering today to commemorate the rioting and violence of the 1934 strike."

"I thought for a moment it was a shipowner's bulletin I had picked up," Mehan said, explaining that to "the widows placing wreaths on the graves of the dead, today would evoke memories of police brutality and the avarice of the shipowners."

WE SHALL NOT FORGET

"We shall not forget this article, which would seem also to note with regret that no longshoremen were killed in Portland. And it is a wonder they were not killed. Although the bark in the Pier Park trees have grown over some of the bullet holes, enough remain and their position, breast and head high, show officials here intended to kill not a few, but hundreds and

all that saved our members was that they were in the park and not on the track."

The invocation was read by Rev. Gilbert Christian, executive secretary of the Oregon Council of Churches, who said, "We are here to pray for men who gave their lives in the path of duty."

The speakers were introduced by Tommy George, president of the local, who also spoke of the Local 8 members shot down 14 years ago at Pier Park. "In commemorating those who fell in other ports, we are not overlooking the bullet wounds some of our own members bear."

HIGH DRAMA

At the conclusion of the ceremony, the six rank and file pallbearers bore the huge casket-shaped wreath of red and white roses and lilies to the seawall, and lifted it over the railing to the river below. The water, still at flood stage, carried the wreath into the ship lanes, and at that

Taft-Hartley Attacks NMU Hiring

NEW YORK (FP).—An NLRB trial examiner flatly refused to dismiss unfair labor practice charges brought against the National Maritime Union (NMU) by the board at hearings here July 12.

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

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

HIRING IS CRUCIAL

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

While this hearing continued, the American Radio Association (CIO) faced similar charges at a trial set for July 15. Both the NMU and ARA are prevented from striking by a Taft-Hartley injunction that runs until September 2.

In some states mental hospitals are overcrowded by more than 50 per cent. The national percentage of overcrowding in these institutions is 16.3.

Portland's Bloody Thursday Ceremony Recalls Bitter 1934 Strike

By KATHLEEN CRONIN

PORTLAND, Ore. — The July 4th holiday this year meant just one thing to 1500 Portland Longshoremen and maritime workers — Bloody Thursday.

Marching five abreast from the Hiring Hall at 9th & Everett, they gathered at the Everett Street seawall to toast the legendary wreath on the Willamette and to hear again the story of the maritime workers' struggle fourteen years ago to establish democracy in hiring.

Charles Ross, member of Local 8's labor relations committee, main speaker at the ceremonies, pledged that the martyrdom of the six men who died during that period would not be in vain. "We serve notice that we intend to create an enlightened public opinion on the subject of labor to affirm its nobility and the justice of receiving a full share of the wealth it produces. We shall

with all our economic and progressive political strength continue the fight against the Taft-Hartley slave labor law, Un-American bills like the Mundt bill, and all vicious legislation that seeks to deprive us of our rights as American workers—including government injunctions which arbitrarily take away labor's only weapon, the right to strike....

HUNGRY AND ILL CLAD

"We know what it is to go hungry and ill clad for the sake of democratic principles and the right to govern our own destinies.... We know what it took to win our hiring halls and we are determined as a debt we owe our lost brothers to retain the gains they helped secure with their life blood."

Another speaker was Matt Mehan, ILWU International representative in the Columbia River area, who said he had hardly

stepped off the plane from San Francisco when he saw in the Oregonian that longshoremen "were gathering today to commemorate the rioting and violence of the 1934 strike."

"I thought for a moment it was a shipowner's bulletin I had picked up," Mehan said, explaining that to "the widows placing wreaths on the graves of the dead, today would evoke memories of police brutality and the avarice of the shipowners."

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moment adding a high note of drama to the occasion, an unknown aviator, flying low over the bareheaded workers, dipped his wings and dropped still another wreath into the river.

This unscheduled happening symbolized the interest taken in today's ceremony by other workers and by the general public in Portland. Earlier as the marchers had passed through the area below Burnside, Negroes and unemployed workers had crowded to the curb, removing their hats as the blue and gold maritime banners and the flower-simulated casket were carried by.

Arrangements for the event were made by a committee elected at the last membership meeting: James Fantz, Joe Engle, and Kenny Ford. John J. Fougere, the local's public relations director, carried out plans for the event, the most successful memorial meeting ever sponsored by Local 8.

NAM Seeks to Make Converts to 'Industry Peace' Formula by Organizing Nazi-like Underground

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

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

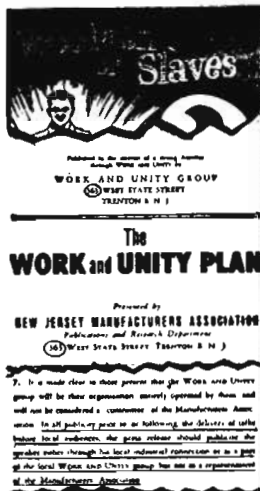
Disguised as The Work & Unity Group, the New Jersey Manufacturers Association has sponsored meetings before church groups, consumer and veterans' clubs and passed out 50,000 copies of a slick-paper 16-page pamphlet called Free Men or Slaves? Ignoring high prices, the Taft-Hartley law and the housing shortage, it deals with "police state measures" like price control, government planning and excess profit taxes.

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

HIDE NAM TIES

On page 5, it says: "It is made clear to those present that the Work & Unity Group... will not be considered a committee of the Manufacturers Association. In all publicity prior to, or following the delivery of talks before local audiences, the press release should publicize the speaker through his local connection... BUT NOT AS A REPRESENTATIVE OF THE MANUFACTURERS ASSOCIATION."

There's logic behind this. The industrialists are going underground—preparing to operate in "cells." The plan (p. 3) says: "The 'cell' is composed of five or 10 trained propagandists who, in turn, join with other cells to create atomic chain reaction." The pamphlet claims Communists are doing this, "and in the organization of Work and Unity, it was decided to fight—with the same weapons." Each cell is



NAM Unmasked — Photostats at left reveal identical addresses (circled) for the so-called Work & Unity Group and the New Jersey Manufacturers Assn. Shown are a portion of the anti-labor pamphlet published by the outfit masquerading as an independent community group and an excerpt from the NJMA's confidential instructions to industrialists. Building at right is headquarters of both publishers. (Federated Pictures)

formed at a private luncheon from a list of 15 to 30 men representing local leadership.

With headquarters in the sumptuous, white marble home of the NJMA—built last year despite the housing shortage—the Work & Unity Plan is under the direction of Robert W. Watt, NJMA publications and research director.

TALKS FREELY

A genial, red-haired man in his thirties, Watt talked freely of his project. "We want to be as unselfish about this as possible," he told me. "We're not seeking publicity for the Manufacturers Association."

He disagreed with big advertising campaigns to put over the NAM line. "We didn't think it was the right way to do it." Work and Unity, he explained, is working underground, in cells, to set off a "chain reaction of public opinion."

Through three so-called comic books to be issued this year in full color, they hope to sell "free enterprise" to school kids. Illustrated speeches backed up by pamphlets are planned in public schools. Eventually the big business boys hope to infiltrate labor unions.

Watt described the plan's operation as "simple," since "a speaking kit, with portable easel, stays in the home of the community's unit chairman. When it's needed for a speech, you pick it up for the evening and then return it for future use."

The Work & Unity Plan not only tells the speaker what to say but it also tells how to get an audience. The plan (p. 11) says: "Use a clipping service, or check local newspapers for items covering regular and special meetings of community clubs, lodges, societies, church groups... contact local libraries for lists of clubs."

Shipowners Weep Over Weichel Bill

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

An editorial in the June 28 issue of the Shipping Register said: "The maritime unions fought the bills violently in the House and finally pressured them into limbo in the Senate Commerce Committee..."

"The vigor of this specific attack by political action is proved by the fact that despite unanimous approval of the 11-point Weichel resolution in the House, the pressure of the CIO maritime officials on the Senate committee to hold hearings before sending it to the floor for approval delayed it beyond the date Congress set for adjournment."

BILL RAILROADED THROUGH

This 11-point program was drawn up by the National Federation of American Shipping and "railroaded through the House five minutes before closing one day under a special order of business, an hour after ILWU Washington Representative William Glazier had been assured by the Republican floor leader that it would not come up that day."

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

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

ABETTED SWINDLE

It would further have permitted subsidized operators to keep their losses on one vessel separate from profits on the rest of their fleet and turn a vessel back to the Maritime Commission if any run was not profitable.

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

The Shipping Register commented that "the hectic path of the Weichel bills in the closing days of this 80th congressional session disclosed some portents of the future... and we can expect more vigorous political action from labor."

Phelan Expelled by Local 34

SAN FRANCISCO — The membership of ILWU Shipclerk's Local 34 has expelled George F. Phelan from the union. A rank and file trial committee found Phelan guilty of un-union like conduct.

Because of cartel practices, by 1933 the allowable output of the tin industry was reduced to one third of capacity and prices rose from 27 cents to 46 cents a pound.

Hawaii ILWU Airs Story In Weekly Radio Series

HONOLULU, T. H. — The Territorial ILWU went on the air July 2 with the story of how the union was born.

It was the first program in a weekly series that will explain how the union functions and why to members and the public. The ILWU radio workshop presenting the programs is composed of rank and filers and officials from locals in each industry.

The dramatic story of the creation of a union dedicated to the principle that all the people in the islands shall live together in security, harmony and equality started many years ago.

The narrator traced the failures and victories of the generations of workers that for more than a hundred years have tilled the soil of Hawaii and loaded the holds of its ships.

TRY SPLITTING TACTICS

Every effort of the workers on the sugar plantations to get together in a solid union and better their conditions was beaten down by the bosses with one simple trick—they played different national groups against each other. Strikes by Japanese workers alone were broken, strikes by Filipino workers alone were broken.

Not until the sugar workers said "We want that union—all of us," did they begin to emerge from the feudal past. That was in 1944 when the longshoremen decided that they would make no progress as long as the sugar

workers under the same bosses remained unorganized.

The rapid spread of the union to the pineapple industry and to warehouses and other industries was recounted for the radio audience by rank and filers in those industries.

A union in all basic industries of Hawaii—a union that is solid, sure and strong—this was the keynote of the program.

Result of high living cost: One out of every four families will overspend its income this year, the Federal Reserve Board says.

In 1947 the combined net income of 3,102 major corporations totaled \$9,223 million, an increase of 37 per cent over the previous year.

Washington State AFL Denounces Beck's Organizing Behind Picket Lines

BELLINGHAM, Wash. — The Washington State Federation of Labor branded Dave Beck and his Western District of Teamsters as strikebreakers for their activities in recruiting scabs for the struck Boeing Aircraft plants in Seattle and Tacoma.

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

The action came in the form of an amendment to a very wa-



tered-down version. It said: "That this convention go on record to condemn any person, persons or organization that engage in organizing activities behind picket lines of a legitimate trade union."

"That this convention also reaffirm the position of the AFL in condemning strikebreaking activities designed to destroy any legitimate union."

The action referred to the Teamsters' efforts to organize the Boeing plants while they are strike-bound and picketed by the Aero-Mechanics union, and pro-

curing of scabs for the company, at \$1 a head.

WRECKING PLANS LAID

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

At the Bellingham conference Beck stated that his organization

will "travel any kind of a road with any kind of a rule book" to smash the Aero-Mechanics and bring Boeing workers into the Teamsters as dues-paying members.

Not only did the Teamster conference map plans to smash the Machinist Association lodge at Boeing but also announced it was going to take all warehousemen away from the ILWU. Other schemes laid by Beck included raids of both the AFL Lumber and Sawmill Workers in the Northwest and the CIO International Woodworkers.



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

Marcantonio Praised by ILWU for Fight Against Anti-Labor Measures

SAN FRANCISCO—Representative Vito Marcantonio (A-L-P, N. Y.) received thanks "for a really swell job done under the most difficult circumstances in the 80th Congress" from the ILWU June 26.

ILWU Secretary-Treasurer Louis Goldblatt wrote Marcantonio special praise for the interest he took in legislation directly affecting this union, such as the fight against the Goodwin-Wiley Bill.

This bill would have canceled the victory won in the Supreme Court decision for premium pay for longshoremen.

HELPED SUGAR WORKERS

Marcantonio introduced a bill for establishment of minimum wages of \$5 a day as condition for payments to industry under

the Sugar Act, and for repeal of the section of the sugar act aimed against Cuba that allows the Secretary of State to cut quotas of any country he finds denies what he calls fair treatment to United States nationals or industry.

The fight against a rider to an appropriation bill forbidding any government corporation to pay wages to an employee belonging to a union that had not complied with the Taft-Hartley Law, was led by Marcantonio. This rider, which would have affected ILWU members on the Mississippi River Federal Barge Lines, was defeated.

Goldblatt also cited Marcantonio's "splendid record on the fight against measures such as the Mundt Bill."

Hitler-Admirer Teaches In New Jersey Army Camp

NEW YORK (FP)—The army is using a soldier "with marked pro-fascist tendencies" as an instructor in its education program at Fort Dix, N. J., the Friends of Democracy charged here July 13.

Demanding an immediate investigation by Defense Secretary James V. Forrestal, the organization exposed the accused GI, Sergeant Peter L. Xavier, as the author of a book called "Rise America," published in 1946. "Not Hitler but our own interventionist gang was a liar," Xavier wrote, and that "has proved a terrible tragedy for America."

Xavier referred to Adolf Hitler as "a magnetic orator, a capable organizer, a man of deep spiritual conviction who gathered about him men of a like stamp. . . . Whatever errors they com-

mitted they did not make the fatal one of yielding to communism."

More recently, according to the Friends of Democracy, Xavier addressed a Newark meeting of the Loyal American Group, which was active in defending Robert Best, convicted as a traitor for his radio broadcasts from Germany during the war. "Dachau and Belsen were fragments of American propaganda. . . . I heard nothing at all about gas chambers, though I was a soldier in this war and was in Germany," Xavier was quoted as saying.

A Fort Dix spokesman termed Xavier's 12-year record as a soldier "excellent." It was reported, and said he would remain at his post until copy orders came from higher headquarters.

Lawyers Beware! Don't Cross Up the Government! Penalties Will Ensnare

SEATTLE, Wash.—The pursuit of justice is not without penalty in this state, particularly if the immigration service of the Department of Justice is crossed.

As a result of thwarting the infamous Canwell legislative committee in the Washington state supreme court, Attorney John Caughlan, noted civil rights fighter, faces trial in Federal court here August 3 on a charge of perjury.

Federal attorneys reached back two years to dig up something on Caughlan after the supreme court, as result of a suit prose-

cuted by Caughlan as attorney for the Washington Pension Union, declared the Canwell committee illegal, thus shutting off state funds for its smearing activities.

ASK IMPROPER QUESTION

Two years ago, while representing a foreign born worker seeking citizenship, Caughlan testified for his client as a character witness. Instead of inquiring into the character of the client, the naturalization attorney asked Caughlan if he was or ever had been a member of the Communist party. Caughlan replied in the

Port Authorities Confab Says Labor Is To Blame for Shipowners' Ills

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

These shipowner-minded representatives of the various public and private port authorities proposed to conduct a conference of all parties interested in Coast shipping, including the shipper, the shipowner and labor, which would "sit down and jick this situation."

This suggestion was first made by Charles Wheeler, a vice-president of Pope and Talbot, Inc. Later in the convention John E. Cushing, president of Matson Lines, called for the Port Authorities Association to undertake "a neutral study of labor relations."

COAST DECLINE

On the first day of the affair, July 15, various spokesmen for the shippers and the steamship owners sought answers to the question of why Pacific Coast and intercoastal traffic is declining. They singled out work stoppages and strikes as a chief cause for shippers' lack of confidence in the industry to deliver the goods. Among the speakers were L. H. Wolters, transportation manager of the Golden State Co.; Charles Wheeler of Pope and Talbot and James Kearney, president of ILWU Local 10.

During the panel discussion July 16, on reduction in terminal operating costs, John Kilpatrick, operating manager of American President Lines, while favoring

improved cargo handling methods, took a direct swipe at the longshoremen. He said: "It seems to me that we are confronted with some delay and uncertainty due to the uncooperative attitude and failure of our longshoremen to use the present gear to advantage and to get more from it than a fraction of its productivity." In other words, he charged that the dockers were refusing to go along with a shipowner speedup.

APL AGAINST LOAD LIMITS

The APL mouthpiece added that "at the present time the cargo-handling equipment, both ashore and aboard ship, that has been furnished by management to get the job done, is capable of creating a performance 50 per cent better than is realized and it is manpower and not the tools that must be improved before the present equipment can be declared outmoded."

Hitting at sling load limits, Kilpatrick also blamed longshoremen for not encouraging the use of gantry cranes. "Gantry cranes," he said "have not come along as they should, for reasons of labor restrictions concerning the number of men in a given gang and the size of the sling load." What he meant was that there should be no limitation in sling loads or on cutting down gang sizes.

He concluded that what the Pacific Coast needs is "stabilization of labor."

PROBLEM IN RELATIONS

Cushing, head of Matson, said at the July 17 panel on promotion of waterborne commerce on the

Pacific Coast, that one of the four major problems to be overcome is that of labor relations. For the past 14 years, he asserted, "we (the shipowners) have made no headway in the solution of this. The main difficulty lies on our waterfronts. Unless this problem can be solved we'll waste a good part of our efforts in overcoming the other headaches."

Other problems, Cushing was confident, could be handled successfully. These are: 1), cost, rates and actuarial charges; 2), selling facilities to meet competition; and 3), a fairer break from the national government in Washington in its attention to the Pacific Coast transportation needs.

NATIONAL DEFENSE

A final panel on national defense as related to port authorities brought out from Army and Navy spokesmen that in case of another war emergency there would probably be widespread abandonment of some present port facilities.

Captain A. H. Richards, port director of the 12th Naval district, stated:

"Complete abandonment of certain ports may be required, resulting in the need of rapid diversion of cargo and shipping. This is a point I should like to stress here as one which may primarily concern any one of you and without previous warning."

Colonel T. J. Weed, Army Transportation Division executive officer, confirmed this for his branch of the service, in pointing to greater use of the smaller ports of the coast.

Shipowners Reap Profits From Abroad

American steamship companies not only make huge profits off American taxpayers, shippers and workers, but their foreign investments and connections bring in millions more unworked by federal tax laws and unencumbered by the wages and working conditions established by American unions.

Members of the Waterfront Employers Association act as port agents for foreign lines, operate their own vessels under foreign flags, charter foreign flag vessels, and collect foreign charter fees for hiring out their own vessels.

Some own foreign lines outright as well as other foreign enterprises.

CITES EXAMPLES

W. R. Grace and Company, for one example, owns cotton and woolen mills, sugar plantations and mills in Chile, Peru and Bolivia, besides having several affiliated steamship lines in Central and South America.

Moore-McCormack Lines own and operate steamship companies under the flags of Sweden, Denmark, Norway, Brazil, Uruguay and Finland.

United Fruit boasts a total of 36 vessels under foreign flags, and controls companies in Central and South America and Europe producing everything from bananas to telegraph service.

American-Hawaiian, American Pacific, American President Lines, Coastwise, Matson, Shepard, Luckenbach, Pope & Talbot, and Union Sulphur are other WEA members increasing their loot through foreign ties.

The average cost of meat on the hoof in mid-June set a new all-time record, exceeding the peaks of all previous inflation periods.



Letters to the Editor

Heide Mourned

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

This was also apparent with thousands of other Local 6 members past and present and friends in other ILWU Locals, various other CIO and AFL unions and persons outside the trade union movement.

The welfare of the membership that Ray represented seemed to come above everything, even to the extent of domestic and personal sacrifices. There was no "beef" or problem on the job that Ray was too busy to attend to. The members knew that Ray was that kind of a guy.

SPIRIT AND COURAGE

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

Let's recall those organizational drives in the warehouses and East Bay terminals and canneries; the unionizing of the C & H Sugar Refinery at Crockett; those tough but successful warehouse strikes in the early and middle '30's.

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

FOUGHT FOR DEMOCRACY

He knew, too, that if fascism ever got a stranglehold in a free country like ours, democratic unions like the warehouse union would be smashed. He worked hard and long hours during those four years in the South Pacific discharging cargo with the Navy Seabees' longshore battalions. That cargo was loaded on ships

by his West Coast longshore brothers.

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

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

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

Fraternally yours,

Leonard Wilson
Oakland, Calif.

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

Matt Meehan Takes Job For ILWU

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

In his letter of resignation addressed to ILWU president Harry



MATT MEEHAN

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

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

Meehan was first secretary-treasurer of the ILWU.

Pan American Beef Arbitrated

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

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

The dispute arose over the renegeing which PAA pulled on an earlier agreement to arbitrate the question of dismissal of navigators employed on the company's airplanes.

The Open Shop

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

Mr. Dooley said:

"What is the open shop? Sure, 'tis where they kape the doors open to accomodate the current stream av' min comin' in t' take jobs cheaper than those what has th' jobs.

"'Tis like this, Hinnersey. Suppose one av' these free-born citizens is workin' in an open shop for the princely wage av' wan' large iron dollar a day av' thn hours.

"Along comes anither son av' a gun an' he sez t' th' boss, 'O! could handle th' job nicely f'r ninety cinks.' 'Sure,' siz th' boss, and th' wan dollar man gets out into th' crool wuruld t' exercise his inalienable rights as a freeborn American citizen an' scab on some other poor divil.

"An' so it goes on, Hinnersey. An' who gits th' binifit? True, it saves th' boss money, but he don't care anny more f'r money than he does f'r his roight eye.

"It's all principle wid him. He hates t' see min robbed av' their indipindence, regardless av' anything else."

"But," said Mr. Hinnersey, "these open shop min ye men-shun say they are f'r unions iv properly conducted."

"Sure," said Mr. Dooley, iv properly conducted. An't there ve are. An' how would they have thim conducted? No strikes, no rules, no controls, no scales, hardly any wages, an' dam few members."

WASHINGTON, D.C.—The recently concluded convention of the Democrats was a last desperate attempt to present the party once more to the American people as the party of the New Deal, and of Franklin Delano Roosevelt. The platform on civil rights and labor, the powder taken by the southern delegates and Truman's decision to call a special session to deal with prices and housing all add up to smart politics.

In Washington the reaction to the convention is mixed. Most observers here had long ago sold out the Democrats and they agreed that Truman had no place else to go but back to the New Deal. The claim that the party has once again recaptured the liberalism it had under FDR will certainly be the song from now to November.

It is pointed out that for Truman and the Democrats to pose successfully as the champions of price control, low cost housing and civil rights demands that the voters have pretty short memories. It was the Democratic Administration that opened the door to inflation in 1945 when the excess profits tax was repealed. Once that went out the window raising prices really became profitable.

During the 79th Congress when Truman was in the White House and his party controlled both the Senate and the House, the price control bill was passed which he now calls "such a rotten bill." The Democrats were beating the GOP to the punch.

And it was Senator Barkley, the Truman running mate, who spoke and voted twice against the resolution to extend OPA an additional year. Truman himself ended meat controls in October 1946 and ended all but the very few remaining controls by November 1946.

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

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

Simultaneously, the Administration took action to the labor's hands in its efforts to

protect itself against rising living costs and postwar cutbacks in take-home pay. It was the Administration's wage-price policies (developed by Executive Orders between September 1945 and February 1946) which established the policy that wage increases had to be tied to extortionate price increases.

It was President Truman who again beat the GOP to the punch in proposals to the National Labor Management Conference in November 1945 for revision of the Wagner Act. Mr. Truman adopted as his own proposals for fact-finding boards and 30-day cooling off periods which were in fact initiated by Eric Johnston, Ira Mosher of NAM, John Holmes of Swift and Co., and M. W. Clement, President of the Pennsylvania Railroad.

It was but a few months later in May of 1946 that the same President Truman proposed to break the railroad strike by drafting the striking railroad workers. In his acceptance speech candidate Truman now asks labor to support his party.

DURING the months of late 1945 and early 1946 collective bargaining was replaced by government seizure—workers in oil, steel, rubber, textile and railroads all felt the brunt of government intervention. Today the injunction does the same job.

It goes without saying that during the same period the Republicans in both houses were pushing for the same objectives—abolition of price controls and curbs on labor.

The message on reconversion that President Truman delivered to Congress on September 5, 1945 and the subsequent State of the Union message delivered in January 1946 were made to a Congress completely controlled by the Democratic Party. In both messages, a program of social welfare measures—expanded social security, higher minimum wage, etc.—was outlined, despite the

power to deliver the votes the record shows nothing was done. The President's message talked about the urgent economic problems of the American people, but President Truman facilitated Congress' sabotage of these objectives by his utter failure to mobilize his party for their support. His constant preoccupation with anti-labor legislation further weakened his declared support for the program and stimulated the House of Representatives to feverish activity resulting in the Case bill and almost unanimous vote to draft the railroad workers.

In the Senate, it resulted in defeat of one of the major conversion measures—establishment of a permanent FEPC. As long as the President continued to divert the attention of the nation to the late issue of strike control he provided a cloak to the irresponsibility of Congress in failing to adopt critical economic and civil rights measures.

No clearer evidence exists of the double-talking nature of the Truman Administration than the contrast between its words and its actions on FEPC. The Party leader who called in September 1945 for a strengthened FEPC, permitted his own party that controlled the Congress in connivance with the Republicans to destroy the last remnants of the anti-discrimination law in the spring of 1946. Again, President Truman refused to mobilize his party to fight for an issue which he ostensibly favored.

DESPIKE the protests in regard to the need for a civil rights program President Truman himself, in those areas where action could be taken without the approval of Congress, had done nothing at all. For example, the President has within his power to end segregation in the armed forces and in the District of Columbia. Moreover, in critical votes on civil rights issues the southern bourgeois were invariably joined by many of the northern Truman Democrats and Republicans.

In the 80th Congress, the record shows that the President's own party did not vote for the passage of the anti-labor bill in the House. In fact, the bill, which passed with a vote of 290-112, was supported by 216 Republicans and only 73 Democrats, while 98 Democrats and 14 Republicans voted against the bill.

In the recently enacted bill, Sen. Langer attempted to incorporate certain civil rights amendments. The Executive

amendment to end segregation in the armed forces was defeated by a vote of 67 to 7; only 2 Democrats and 5 Republicans voted for the amendment. 33 Democrats and 34 Republicans combined to defeat the amendment. Likewise, the amendment to lift the poll tax requirement from draftees was passed by a vote of 37-35. Thirty-four Republicans and but 3 Democrats voted for the amendment, while 30 Democrats and 5 Republicans voted against it.

At the same time, it must be remembered that it was President Truman's loyalty order of March 1947 which stimulated the un-American Activities Committee, the House Labor Committee and the Department of Justice to new heights of intimidation against unions and progressives. In the vital Mundt bill fight, President Truman refused to take an outright position in opposition to this fascist bill. The vote for passage in the House, 319 to 58, showed 104 Democrats and 215 Republicans voting for the bill and during the entire period of the Senate hearings, the Democratic members of the Senate Judiciary Committee were conspicuous by their absence.

THE President's acceptance speech demanded an improvement in the minimum wage. He made the same demand in September 1945 when the Democratic Party was in control of both Houses. The only measure on minimum wages produced by the Congress was the infamous Gwynne proposal for a bill which weakened the Fair Labor Standards Act, and which the President refused to veto. In the same manner, the ever-present measures for federal aid to education which have been introduced into Congress in every session over the past thirty years were never voted up by either party when it had the power to do so.

President Truman betrays the Republicans for failure to act on housing and rent control. He ignores his own record and that of his party. It was President Truman himself who sabotaged his own veterans' emergency housing program of 1946 by lifting controls on building materials, allowing race-track and night-club owners to outbid veterans for scarce building materials; by lifting the average rentals beyond \$80 per month when veterans could pay only \$40; by forcing Wyatt to resign when the RFC refused to comply with his requests for loans to producers of prefabricated housing.

President Truman chides Congress with the fact that the Wagner-Elender-Taft long-range housing bill was passed in the Senate "away back four and a half years ago." Of those four and a half years, the Democrats held a majority in the House for 3 years but nothing

showed you had to back up price ceilings with rationing; the Barkley bill ignored rationing. World War II experience showed you had to have a single separate, independent agency to administer price controls; the Barkley bill left it up to existing agencies like Commerce and Agriculture to control prices, each in its own way. The one thing the Barkley bill got tough on was wages; they were to be frozen by a Temporary Wage Stabilization Board whenever the Administration thought that wage increases would raise ceiling prices. This was exactly the same technique used by the Administration in 1945-46 to break through the original OPA ceilings; to hold workers responsible for employers' demands for price boosts.

Congress ignored even the Barkley bill and by bipartisan vote adopted Taft's bill exempting business agreements on allocation of materials from anti-trust suits. Thus ended the fight for price control.

This is the record behind the promises and the platform of the Democratic Party.

The political situation has now jelled sufficiently so that we can predict hot and heavy slugging in the presidential race this November. The editors of The Dispatcher welcome comment on political perspectives from its readers. Constructive letters to the editor should be sent to the editorial offices of the paper, 159 Golden Gate Avenue, San Francisco, California.

Democratic convention delegates, like their GOP predecessors, passed picket line protesting against the Taft-Hartley act, injunctions and Jim Crow in the armed forces, and demanding FEPC, anti-poll tax and anti-lynch legislation.

housing which would rent for less than \$50 per month.

PRESIDENT Truman is convening Congress to deal with high prices. Yet recall a year after OPA's death, President Truman called Congress into special session to deal with foreign aid and price controls. For the first month of the session, the Administration did not even submit a price control bill. The bill it finally submitted on December 15, 1947—S. 1888, the Barkley bill—illustrated a feeble complacent, "too little, too late," approach to the problem. Experience in World War II showed that to stop inflation all prices throughout the economy had to be frozen at once. The Barkley bill merely gave the Administration authority to fix prices of various commodities piecemeal fashion in its own sweet time.

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THE DEMOCRATS 1948

Promises vs Performance

By William Glazier
H.W.C. Washington Representative



Democratic convention delegates, like their GOP predecessors, passed picket line protesting against the Taft-Hartley act, injunctions and Jim Crow in the armed forces, and demanding FEPC, anti-poll tax and anti-lynch legislation.

was done. When the bill came up again towards the end of the 80th Congress, the House, with bipartisan Democratic and Republican support, adopted the Republican-sponsored Wolcott bill which eliminated low-cost public housing and slum clearance features from the bill. Nothing was done by the Administration to push the Douglas-Taylor housing bill providing for one billion dollars to construct emergency

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

SAN FRANCISCO — ILWU's four rank-and-file delegates to study conditions in Europe left here by air July 9 after a special luncheon in their honor at the Palace Hotel.

Final briefing of the delegates was in the presence of civic and religious leaders at the luncheon who were invited to contribute their own ideas on what the European study should include.

A lead editorial in the New York Star, printed shortly after the delegation passed through New York on its way to Paris, said that paper would watch the delegates' progress and read their reports with interest.

DELEGATES NAMED

The four delegates are Herman Stuyvelaar of San Francisco Shipbuilders' Local 34, Don Brown of Coos Bay Longshore Local 12, Jovan Zuber of the Oakland unit of Warehouse Local 6 and Julian Napuana of Honolulu Longshore Local 136.

The New York Star editorial, headed "Some Dockmen Go to See," said:

"The International Longshoremen's and Warehousemen's Union, which is more sensitive to criticism than many of its critics believe, is sending a rank-and-file committee of four, chosen by the union's executive board, to make a first-hand study of European conditions. They expect to complete their trip within 60 days, visiting countries which are in the European Recovery Plan and some which are not, keeping day-by-day diaries which will be reprinted in the union's paper when they return.

"For those who may not be familiar with the whole history of the ILWU, it is the Pacific Coast union which way back in 1939 refused to load scrap iron for Japan, touching off some heated arguments on contract responsibility, and more recently it was one of the CIO unions which led the opposition to the Marshall Plan.

ILWU OUTSPOKEN

"The ILWU's politics have not been popular with a lot of people and as a brochure concerning the rank-and-file committee's trip states, it has been alleged that behind the union's policy 'lay sinister forces advocating communism, socialism, espionage, world revolution, etc.'

"Those who are unfriendly to the ILWU are not likely to believe that a committee selected by the union's executive board could bring back anything except a loaded report, friendly to the countries behind the Iron Curtain and critical of those in ERP.

"Regardless of what its critics may think, the ILWU has instructed the committee to look for factual information which would enable the working people of our union to reach proper conclusions and correct positions." The information obtained can also be expected to enable the ranks to check backward and determine if the positions recommended by their leaders in the past have been correct, or, indeed, if they have been based upon orders from Moscow.

KEEP EYES OPEN

"The questions which the committee has been adjured to investigate include the following: 'Are there trade unions? Is there free collective bargaining? Are there bars to trade union organization? Is the collective bargaining genuine? What future is afforded the worker in terms of security?'

"These are big questions. In many people's minds they have already been answered and to them such a trip seems a waste

of workers' money. If our words could catch up with the committee, which is already on route overseas, we'd like to advocate an intensely critical approach to every aspect of a worker's life in each of the countries visited. A rather wise man once said, 'Never overestimate the people's knowledge, never underestimate their intelligence.'

"We think it's just possible

ILWU Flays Suppression Of Greek Marine Unions

SAN FRANCISCO — Strong protests against the arrest of 11 members of the Greek Maritime Federation, closing of the Federation's office and suspension of its publications went to the Greek Embassy and Secretary of State George Marshall from the ILWU along with many other American unions.

The seamen were imprisoned on charges of "inciting to riot" and face court martial by the fascist government under whose regime striking is a crime punishable by death.

"Our union has known for some time that the Greek Government is anti-labor, viciously opposed to trade unionism, and just a branch office of fascism," ILWU Secretary-Treasurer Louis Goldblatt wrote Marshall.

GREEKS DEFT WORLD

"The Greek officials hesitated to suppress the Federation of Greek Maritime Unions solely because of the immediate reaction it would cause throughout the world," said Goldblatt.

"After all, the Greek seamen come in contact with other union people and word spreads quickly."

He told the Greek Embassy that "We know the splendid democratic traditions of the Greek seamen and their fight against the fascist powers."

"It may well be that your government believes that as the United States Congress has voted a substantial appropriation to Greece you are therefore at liberty to take this money with the

ILWU Backs Hawaii Bus Union Beef

HONOLULU, T. H. — The ILWU has pledged full support to the Transit Workers Union of Hawaii in its wage dispute with the Honolulu Rapid Transit Company and the Hawaii Employers Council.

The ILWU told the Transit Workers that it is prepared to give a practical demonstration of its willingness to "stand shoulder to shoulder in defense of our rights as workers," in the face of the organized conspiracy of employers to "Tart-Hartize" all unions into ineffective company unions and to destroy the working and living standards of the people.

COURT INTERVENES

The Transit Workers have been negotiating for a year on the question of wage increases. A two-day strike this month ended with an order by Circuit Judge A. M. Craty that the dispute must be submitted to mediation, though it was thoroughly mediated last December and the HRT has liked fares from 8 to 10 cents since then.

The union plans to strike again unless the company offers a substantial pay raise, and it will have the aid of all four locals of the ILWU on the picket line and financially.

that four rank-and-file Pacific longshoremen, given an honest look at a lot of things in Europe, may come up with some answers that will not only furnish interesting reading to ILWU members but might get some kind of a constructive response from the leaders in the countries they visit. We shall watch their progress and read their reports with interest."

WON'T REMAIN SILENT

"The American people will not long be patient with this course of action."

Further protest to the Greek Embassy against the seizure and trial of the Greek trade unionists by the government, "supported by the United States State Department," came from the Hawaii ILWU.

Longshore Local 136 President Jack Kawano, Sugar Local 142 President Antonio Rania, Warehouse Local 150 President Ernest Arens and Pineapple Local 152 President Takeo Furukie signed a statement condemning the actions taken against the Greek maritime union.

CTAL Hits Jail For Anti-Fascists

MEXICO CITY (ALN). — The Latin American Federation of Labor (CTAL) has cabled President Truman urging him to prevent the imprisonment of officers of the Joint Anti-Fascist Refugee Committee, a U.S. organization devoted to relief for Spaniards opposed to the Axis-established Franco dictatorship.

The JAFRC officers, headed by Dr. Edward K. Barsky, were sentenced to jail terms and fines for contempt of Congress after refusing to hand their records to the Thomas-Rankin un-American activities committee of the House of Representatives. Their refusal was motivated by a desire to protect relief donors and clients from exposure and consequent reprisals by France, with whose views members of the House committee have expressed open sympathy.

Wallace Resigns From New Republic

NEW YORK (FP). — Declaring that "the strenuous three months ahead will require my full energies," Henry A. Wallace resigned as contributing editor of the New Republic.

The new party presidential candidate expressed his appreciation to Michael Straight, New Republic publisher, for the co-operation and aid he received during his regime as editor, before announcing his candidacy last January, and as contributing editor following the announcement. Wallace said his resignation would leave the magazine "completely free to support, without any embarrassment whatsoever the party and candidate which most appeals to them."

In a farewell to his readers, Wallace declared: "Progressivism did not die with Roosevelt. On you and me hangs the issue of life in one world or death in many compartments."

One out of every 20 government-war contract termination settlements has been based on fraudulent claims by the contractor, according to the U. S. comptroller-general.



Canadian Strikebreaking Three cops jump a member of the Canadian Seamen's Union picketing the Great Lakes shipping companies which refuse to recognize the union. The Canadian Government has been giving open support to the companies to break the strike.



HOLLYWOOD (FP). — Director Lewis Milestone is involved in movie deals, perhaps, than anyone else in Hollywood. With Arch of Triumph in release, The Red Pony coming out soon, a Burgess Meredith-Paulette Goddard project cooking, and another with John Steinbeck and Ring Lardner Jr., he is now set to produce and direct Dostoevsky's novella, The Idiot. He will be called The Third Secret and will star Edward G. Robinson. But more interesting still is the fact that Milestone is getting Charles Jackson, famed author of The Last Weekend, to make his debut as a screen writer on the script of The Third Secret. Should be a powerful combination.

In a personal letter from Jervis Ivins comes word that that pioneer of documentary production has finished three of the four sequences of his next film, tentatively called, as he says, by "the awful provisional title" of Four New Democracies. Twenty-minute sequences depicting life under the new regimes in Yugoslavia, Poland and Bulgaria have already been completed. Ivins is now in Prague, where the final Czechoslovak sequence of his film will be made and the entire 80-minute feature scored and prepared for world distribution toward the end of the year.

Ivins' last film, Talmadge Calhoun, is the only film document on the revolt against Czech domination of the East Indies, and a film which has figured in at least one international incident. It is to be hoped that Four New Democracies will get better distribution in this country than did Talmadge Calhoun, which, to all intents and purposes, can be said to have been ignored by our commercial exhibitors.

FLURRY BEFORE CRISIS

Warner Brothers claims to be at its highest peak of production since 1940 and Jack L. Warner says this spree is an upswing in employment. Hollywood laborites rather feel that it may be only a flurry before the crisis: could be. Warners are adding to Hollywood's backlog, now greater

than ever in history. Just in case the actors' strike should materialize, come August. It is not exaggerated to estimate that between the hundreds of pictures already in the cans and the increasing number of reissues, Hollywood could hold out almost indefinitely against an actors' strike — but at what cost in suffering and unemployment to the rest of filmdom's crafts!

Joseph Cotton will co-star with Ingrid Bergman in Oskar Roeder's, the Alfred Hitchcock production to be made in England.

FBI SUSPECT

George Raft has been set for The Big Man, a Columbia picture, in which he plays a suspect wanted by the FBI. Since studio will have top football stars in its Triple Threat.

New York Herald: Anne Shirley's new column in The Star (formerly PM) has the same referring to her as "the intelligent fan's Hedda Hopper." Welcome to the ranks. Cine... RKO's The Boy With Green Hair, starring Dean Stockwell, Pat O'Brien and Robert Ryan, an anti-war picture, has been doing very well in its audience-reaction previews in and around Manhattan, and making RKO publicity director Perry Leber very happy. Universal's British import, Hamlet, also has people raving. It is expected to do better than Henry V, but no one yet knows how it stands with Orson Welles' Hamlet.

THE NEW FILMS

Hazard (Fox). Paulette Goddard and Macdonald Carey, try hard, but this would be a comedy just doesn't come off. Skip it unless you can't live without Paulette, who does remain as attractive as ever.

The Brothers (Br.). A colorful and fairly exciting melodrama that, for all its superficiality, has an air of truth about it. Excellent cast. Highly acceptable. Romance On the High Seas (WB). Fluffy, entertaining Technicolor musical with Jack Carson, Janis Paige and newcomer Doris Day, who is a younger Ginger Rogers. It'll probably seem gay to you.

Doll Cor

The Doll in the art other people recently try to control of Lines, now the country party out of a profitable

The stor when the ment was fr ing control ship Lines mismanages

The Doll "shockingly ported U.S. member Ma cessive... officers an alongs-on-co executive o ment fees to among othe pany, being straits.

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Dollar Family Seeks To Regain Control of Rich President Lines

The Dollar interests, masters in the art of making money at other people's expense, are currently trying to recover complete control of American President Lines, now that the taxpayers of the country have pulled the company out of a hole and put it on a profitable basis.

The story goes back to 1938 when the United States government was forced to take over voting control of the Dollar Steamship Lines because of the Dollars' mismanagement.

The Dollar management was "shockingly incompetent," reported U.S. Maritime Commission member Max Truitt. He cited "excessive" salaries to executive officers and directors, commissions on company transactions, to executive officers, management fees to affiliated companies, among other reasons for the company being in bad financial straits.

DIVERTED FUNDS

Truitt backed up his charges with the fact that the company diverted \$2,528,501 to R. Stanley Dollar in the period 1923 to 1934, \$1,081,693 to J. Harold Dollar, \$737,928 to another owner, H. M. Lorber, and \$377,756 to H. Fleishacker.

The system of affiliated corporations established by the Dollar interests Truitt described as "a milking system of holding companies, investment companies,

No Hokey for New Party Meeting July 23

NEW YORK—The New party convention beginning in Philadelphia July 23 will be a streamlined meeting "that will dispense with the hokey, the pomposity, the insincerity, mock heroics and self-glorification of the Democrats and Republicans." Campaign Manager C. B. Baldwin said here July 18.

When the convention ends after "some 20 hours of brisk sessions, it will have created the national organization binding together Wallace parties and committees now existing in most of the 48 states," Baldwin declared.

and like devices . . . set up to insulate the personal owners from the claims of the company and its creditors. In the meantime, the milking companies were in a position to deprive the government and creditors of the earnings."

Working seamen also paid tribute to the Dollars, in the form of notoriously "deplorable" working conditions and quarters.

When the company was \$15,000,000 in debt to the government, the newly-created Maritime Commission took over the management by acquiring 93 per cent of the common stock. The Dollars and their stooges were officially out as officers and directors of the company, now called American President Lines, but they kept a majority of the preferred

stock and a hand in management.

Government loans, the war and huge subsidies from the government have now made APL a highly profitable enterprise. Net profits after taxes were \$2,577,000 in 1947, \$2,718,000 in 1948. The Dollars are understandably anxious to get their hands back on the common stock.

Shipowner Attorney Gregory Harrison has been arguing in court in Washington that technically the government never acquired the stock, that it was simply pledged as collateral for loans. If his claims are upheld the Dollars will be in a position to milk more money from the taxpayers in subsidies until they run the enterprise into the ground again.

Klein Asks Probe's End Repeal of TH Slave Law

WASHINGTON (FP)—The House labor subcommittee investigating New York retail store unions should be instructed to drop its probe and make no report to the House, Representative Arthur G. Klein (D., N. Y.) wrote Representative Fred Hartley (R., N. J.) in a letter made public July 18.

The inquiry plunged into the New York store situation just at contract negotiation season, charging local officers of the Retail Wholesale & Department Store Union (CIO) with "subversive activity" and "communism."

Three days of hearings in Washington gave store bigwigs a chance to smear the union leaders. Then, moving to New York, the probe became a kangaroo court to try the charges. The subcommittee voted to move contempt-of-Congress citations against nine unionists who refused to answer questions about their political affiliations.

EXCEEDED AUTHORITY

Klein wrote Hartley he thinks "the subcommittee did go far beyond proper procedure in its

questioning of the witnesses . . . I must protest what I regard as an unwarranted attitude of inquisition and intimidation."

He said it is clear to him "that the subcommittee abused its power, was deliberately provocative, and had the actual effect of interfering with and disrupting the normal procedures of collective bargaining and the existing peaceful relationships between management and labor unions in New York City."

Klein also told Hartley he intends to push a discharge petition on H.R. 4541, a bill to repeal the Taft-Hartley law, when the special session opens July 24.

Representative Roy J. Madden (D., Ind.) told Federated Press the New York store hearings "are just a lot of propaganda for the election. Since Mr. Hartley has been chairman, the labor committee has been trying to work up propaganda to justify passing anti-labor legislation." He added: "The Taft-Hartley law has got to be repealed, anyway. It has had enough time to be tested, and it has proved a failure."



At Last — The fabulous "Gatchel" Paige

Negro pitching star, was signed by the Cleveland Indians of the American League after a sensational 20-year career outside the major leagues.

Local 209 Votes Aid to Wallace

CLEVELAND, Ohio — ILWU Warehouse Local 209 voted full support to the Wallace for President drive for a contribution of \$1 from every member at its last meeting.

The warehousemen also protested to the State attorney general for barring the New Party from the ballot in Ohio. They have bought 2,000 copies of the leaflet "Let's Talk About Wallace."

Support to the State Jaffe Fair Employment Act and a contribution to the Trade Union Division of Palestine Campaign were voted.

Territorial Congress Hits Zero in 1947

HONOLULU, T. H.—The Republican Legislature of the Territory of Hawaii turned in a record of achievement just as puny as that of the mainland Congress.

The record on how the Republicans failed to keep their campaign pledges has been itemized by the ILWU Territorial Education Department as follows:

The Party Platform in 1946 said: "Of all the members which together make up the whole body politic of the Territory of Hawaii none is more deserving of recognition by the Republican Party than labor. Labor's splendid war record in Hawaii clearly illustrates this."

RENEGES ON PROGRAM

"Recognizing the need for full employment, adequate housing, fair wages, shorter hours, and better working conditions, we pledge our Party to obtain sound and constructive legislation along these lines and to prevent every attempt to deprive labor of its rights."

With a majority in both Senate and House, the Republicans froze four wage and hour bills in the Senate and seven in the House. No wage and hour legislation got past first base in committees of either house.

The Party's pledges on the fight against discrimination were fancy too: "The Republican Party pledges its continued efforts to maintain a policy to prevent discrimination against any person on the basis of race, color or creed."

The Party killed a fair employment practices act in House committee.

Another campaign promise was decent housing. The Platform said: "The Republican Party urges, and will support, legislation that will promote, as a governmental responsibility, home-building and home-ownership."

Bills providing for the condemnation of land for home sites, labeled the "estate-busting" bills, died in committee, as did an urban redevelopment plan under the Hawaii Housing Authority.

Hazardous, Arduous Work Depicted As Scalers Open Negotiations

By JEAN BRUCE

Last week in a negotiating session a member of the San Francisco Local 2 Shipscalers Negotiating Committee suggested that the employers' representative would perhaps give more serious consideration to a wage increase if he spent a couple of hours in a boiler tank watching the scalers at work. No action was taken on the suggestion.

What he would have seen is men working at one of the dirtiest jobs on the waterfront, sweeping greasy black suds in an airless tank, constantly pressured to move faster, coming out with clothes so filthy they often can not be used again, and going home, worn, \$1.53 earned for every hour worked.

The men who do this work are the men who built the scaling industry. Many have been in the industry for years, like Victor Mayo who did his first scaling 21 years ago and has been working at it as steadily as a scaler can since the union was organized in 1934.

JOINED IN 1934

Oscar Morales was one of the first men in the union in 1934. In the depression days it was easier to get a job on the waterfront than up town, and Morales left the life of a seaman for that of a scaler.

Charles Wattell did not join the scalers until 1943, but he was in the ILWU before as a warehouse-

man at Western Pipe & Steel.

These three rank and filers told The Dispatcher last week some of the conditions a scaler must endure and some of the reasons they think a wage increase is due.

JOBS ARE ARDUOUS

These are the men who scrape down the ship's sides and paint them, sweep the insides of smokestacks, scrape the ship's water tanks and cement and paint them, crawl in the three or four foot high double bottom tanks at 170 degrees of heat to wash them out with chemicals strong enough to eat a hole in a man's face. In deep oil tanks they slide in thick oil sometimes two feet deep with the same kind of heat and chemicals, they sandblast with air hoses at high pressure producing a deafening sound.

And on these jobs "you have to jump fast," said Morales. "Some people can't take the jobs in the double bottom tanks," he said, "sometimes they stay too long and pass out."

Wattell described the strong gas produced by the chemical solution used in cleaning deep tanks. "Gas remains in the corners after the oil is cleaned out," he said, "dirt collects on top, you have to scrape out the mess and wipe it dry with rags. Some of the chemicals won't hurt you, but they'll make you sick. The scalers have to wear rubber clothes on these jobs."

The intense heat in the tanks

comes from steam that is supposed to have been turned off 12 or 14 hours before men go in. Sometimes they have to go in sooner, and even after 13 hours that wet sacks are spread down to keep the men's shoe soles from burning. A pair of shoes often stands only one wearing under these conditions.

The work is so hot, said Wattell, that "you get a cold every time you work a better." That means days off work and income lost.

Sandblasting is no less unpleasant work. The employers are supposed to supply respirators and goggles for this work, but often the men have to ask for them. Sometimes they neglect to ask because the equipment is so dirty from previous use.

INJURIES OCCUR OFTEN

"You empty six sacks of sand in a tank," said Mayo, "and turn the air hose on. If you're not careful there will be injuries." The injuries will be worse if a man gets in the path of an airgun spraying buckshot instead of sand to chip off rust and cement, as happens on some jobs.

"Eighteen or twenty men with airguns inside a tank make a lot of dust and noise," said Wattell. A man can hardly see for the dust, his lungs are full of it in spite of respirators, often he doesn't even feel like eating after a day on such a job.

Another dangerous job is clean-

ing the inside of smokestacks, where a man has to use both hands to sweep down the sides. The main danger in scraping and painting the ship's sides is that it must be done on a float which may become entangled with the ship's propeller and tip over. Water from the ship's drains continually splashes the floats, with the result that the men get more colds.

SWEET CARGO TANK

One job that is not so arduous in this industry is sweeping out cargo tanks. These are tanks that carried reserves of oil or water on ships during the war, now they are used for general cargo and need only be swept out instead of doused with chemicals.

The rates on scaling jobs range from \$1.41 to \$1.73 per hour at present, with negotiations now going on for reclassifications and for better vacation provisions.

The Shipscalers Contractors Association has already agreed to a recommendation by the State Department of Public Health, after a study of working conditions in the industry, that air helmets be furnished on all dusty jobs with an air line to the top deck attached to each helmet.

The Health Department found respirators inadequate and goggles with as much dust inside as out. It found 480 million particles of dust per cubic foot on one job, almost ten times the safety limit

set by the California Division of Industrial Safety.

Besides facing health and safety hazards on every job the scalers find their work very tedious. Some ships require only two or three hours work to clear out garbage. Some ships aren't cleaned at all.

AFL members working at actually lower rates and no conditions directly for the steamship companies get many scaling jobs. Their hourly rate is higher, but the companies do not have to pay for vacations or for the Permanent Health Plan the scalers have in their contract. With this competition the scaling contractors push their workers to the limit whenever they get a job.

Wattell reported he had no work last week, only five hours for this week. He pays \$12.50 a week for rent in Oakland and transportation across the bay every day, work or no.

Morales commented: "Lucky I have no kids . . . some of the men in the union have 10 kids. I don't know how they get along." He recalled that it was worse before 1934 and the union hiring hall, when you had to buy a cigar for the boss and a few drinks for every job. In those days you earned around \$3 if you worked all day, and you worked till you dropped, no eight-hour day with overtime before 8 in the morning and after 5 in the afternoon as in the present contract.

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DOCKS & TERMINALS

Back Door Deal

Charges were filed July 19 with the NLRB in the name of individual members of the ILWU at Young's Patrol against the company for signing a "back-door deal" with Harry Lundberg's Seafarers' Guards.

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

He pointed out also that the ILWU could not have signed any such agreement with Young because of a clause in the contract with Pinkerton which states that "we will not give another employer a better deal."

Most notorious sellout clauses in the Lundberg back-door agreement are:

1. It excludes warehouses and production plants away from the waterfront.

2. No one is required to pay dues or belong to the SIU.

3. Grievance machinery is completely in the hands of the employer.

4. Uniforms must be bought by the men.

5. Men get travel time for only one way.

6. Men will get a vacation next year if they have worked 1,500 hours.

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

'Light Work'

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

Take the case of Henry Mateo who was hurt March 23 and had to be under doctor's care for injuries to his back and right ankle until April 18, 1948. But on that day doctor J. W. Shumate wrote Mateo that he was instructed to return to work as of April 19, adding "but we advise that he be given light work for a period of several weeks to allow him a breaking in period."

Julius Stern, Welfare Director of Local 10 commented: "What actually happens is that other longshoremen must carry this injured man along, doing his work for him, while the ship owners save on workmen's compensation and medical attention to which the injured man is rightfully entitled."

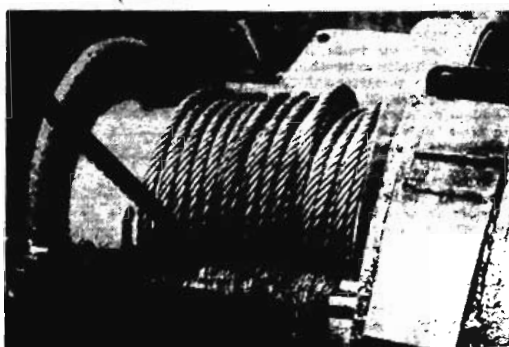
Penalty Beef

Cargo aboard a Panamanian ship, the SS Despinia, was so badly damaged when it arrived in San Pedro that Local 13 long-

Folsie Calls Waterfront 'Human Dumping Ground'

SAN FRANCISCO.—For the information of any longshoreman who wonders what his employers really think of him, his needs, and his demands, Waterfront Employers' Association President Frank P. Folsie put it in a nutshell: "A waterfront is . . . the dumping ground of human surplusage from all other industries and the last refuge of the down-and-out."

The quote is from Folsie's book, *Desensitizing Longshore Labor*, and the Seattle Experience.



Clerks' Assessment

Local 34 shipclerks announced on July 8 that any members who failed to pay their strike assessment by July 23 will be in bad standing. Effective July 26 a penalty will be levied at the rate of \$1 per day for the first three days and \$5 for each additional day, for delinquents.

The strike assessment of \$11 was authorized in accordance with the stewards working rules.

Matson Pays

During the loading of the Matson Line ship SS Hawaiian Lumberman, at Eureka, Calif., July 30, the company agent sought to put two units of lumber under the hook. The men refused to place slings on the load as they had to use a ladder. According to William Hazard, secretary of Local 14, this was against safety rules.

Hazard said that in the past Army and Navy officers agreed this practice of loading two units onto a Ross carrier, the equivalent of four sling loads, was dangerous and ordered the loads cut in half. "They are now trying to get us to set a precedent so we would have to go back to the old finky days which the men won't do," Hazard stated.

When the longshoremen refused to place the slings they were told by the hold foreman and the gang steward to sling up the load or their money would be stopped. The hold foreman told

shoremen refused to unload it until they were assured the penalty for work done.

Pictures taken the day the vessel arrived July 8th, show not only damaged boxes and materials in the holds but dangerous condition of the gear and winches. Frozen gear and frayed scrap pipe and rope yards to hold winches in gear were observed and declared "unsafe" by a safety engineer.

The master of the Despinia, V. Sarantidis, reluctantly agreed on July 8 to pay the damaged cargo rate under protest for all cargo stowed in holds 1, 3, and 5. He also agreed to pay a 20 cent conditional penalty for all cargo stowed in hold 4 "with exception of seven trucks." The agreement was made by the master in a letter to Local 13 president James Corley.

Unsafe Evidences of dangerous conditions aboard a Panamanian ship which arrived in San Pedro July 6, 1948, brought a beef with Local 13 longshoremen dispatched to unload her. The men refused to work the vessel, the SS Despinia, until the master agreed to pay damaged cargo rate. Top picture shows frayed ropes used to brake a winch drum. Lower photo shows the damaged condition of boxes and cargo in the ship's holds.

the men that was all and ordered the hatches put on.

On July 12 another Matson vessel, the Hawaiian Logger came in but the longshoremen refused to work her until the money owing the gang which balked at placing slings on the unsafe load was paid. Matson finally agreed to pay the gang for work done before it was ordered home.

Guards' Extension

The coastwide agreement between the ILWU and the Pinkerton Agency was extended a year by mutual agreement between the two parties. Michael Johnson, organizer for the contract guards, reported July 7. The new contract runs to June 15, 1949 and extends all of the terms and conditions of the old agreement.

Vacations are provided to each guard on the basis of one week after one year's employment and two weeks after two years.

Johnson warned members of the ILWU at Pinkerton that they should not be misled into signing cards with the phony Independent Union.

Taylor Asks Dockers for Big Vote Against Reaction

SAN FRANCISCO—New Party candidate for Vice-President of the United States, Senator Glen Taylor, was given a rousing ovation when he spoke to the regular membership meeting of Local 10 here on July 7.

Taylor explained how he got into politics during the depression when he sought an explanation for why unemployment and starvation existed amidst abundance. Until he became a victim of unemployment, he explained, he had taken very little interest in politics.

His first election to public office came as a result of his direct contact with the voters and his personal pledge to work in the interest of the majority of them, the Senator said.

JUST THE BEGINNING

Senator Taylor reviewed the legislative picture in Washington and warned that reaction had only just begun its efforts to crush organized labor.

He then told how he decided to become Vice-Presidential candidate. His decision was made after reaching the conclusion that both old parties held no promise for the welfare of the majority of the people. He warned labor not to lose sight of the fact that as many Democrats as Republicans voted for such laws as the Taft-Hartley, the seek-the-poor tax, the draft and other reactionary measures.

ISSUE IS PEACE

Taylor lauded Henry Wallace for his contribution as a scientist and business man, and branded the efforts to tag Wallace as a "crackpot" as a deliberate smear campaign.

Senator Taylor concluded with an appeal to workers to roll up a huge protest vote against war propaganda and reactionary legislation.

He explained that any public official or citizen who advocated a program of peaceful relations with the Soviet Union is branded a Red. Faced as we are with the atomic bomb, and the unparalleled destruction of our cities and populations, peace has become the most important question before us, the Senator asserted.

Local 208 Holds School On Grievance Machinery

CHICAGO—A school for active members and those interested in learning how to handle grievances will be sponsored by ILWU Warehouse Local 208 this summer. Many kinds of sports are also on the local's summer school program.

Employment among screen actors is at its lowest in history, with only 600 out of 8,500 actors under contract to studios.

WIA Says: Profit's Cost First, Conditions Last

SAN FRANCISCO.—Just how much the shipowners can be expected to grant their workers that they aren't fanned to was clearly revealed by Frank P. (Finkhad) Folsie, Waterfront Employers' Association president, back in 1939. "It is a commonplace," Folsie wrote to Captain W. J. Peterson, general manager of the Waterfront Employers' Union as it was called then, "that employers should be continuously at work to voluntarily improve the conditions of their men as fast and as far as it lies in their ability to do so."

"But we suggest that sound means of improving conditions for the longshoremen should not include those which hurt shipping by imposing unnatural handicaps against the continuous operation of ships."

What Folsie meant by hurting shipping is hurting shipowner money-making. His attitude in 1940 negotiations remains the same—be's against improvements in anything but profits.

Union Button

Richard Walton filed unfair labor practice charges against Burns Patrol in San Francisco last week, after he had been fired at the end of his first week's work. He wore a union button on the job.

Walton is a member of the ILWU Contract Guard's and Patrolmen's Organization Committee.

In Baltimore Even Tennis Is Jimcrow

BALTIMORE (FP).—A dramatic test of Jimcrow in court and in public opinion shaped up here July 13 after police arrested 24 persons because of an interracial tennis party on city-owned courts.

The tennis matches had been planned by the Young Progressives of Maryland, a section of the Wallace-for-President movement. Spokesmen said they will sue the police for false arrest and carry the matter to the U. S. Supreme Court if necessary. The Civil Rights Congress has furnished legal assistance.