

Nixon Wants Bill to Bust Dock Strike

WASHINGTON, DC — On the day President Nixon gave his "State of the Union" address, he also recommended that the federal government step in and break the ILWU West Coast dock strike.

The Administration asked Congress to pass a joint resolution containing the following major provisions:

- It would end the strike immediately. Violations of this would lead to a fine of not more than \$100,000 per day.

- The Secretary of Labor would be instructed to appoint a three-man arbitration panel with exclusive jurisdiction over all aspects of the dock strike. This also includes the Hawaiian ILWU contract, which expired June 30, 1971, despite the fact that the Hawaiian ILWU locals have not been on strike, as well as teamster locals on the West Coast and in Hawaii.

- The arbitration panel would begin deliberations within 15 days after enactment of the resolution, and come in with a decision within 30 days. The decision would be binding for no less than 18 months and no longer than two years. During this time, all strikes and lock-outs would be forbidden under penalty of stiff fines.

- The parties would have the right to present their case before the panel and the panel would have access to all books and documents relevant to the dispute.

- Any party to the dispute could appeal the panel's decision to the

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Back on the Bricks

Talks Will Resume on January 31

SAN FRANCISCO—Talks between the ILWU Coast Negotiating Committee and the FMA were scheduled to be resumed January 31 — two weeks after longshoremen and clerks on the West Coast mounted their picket lines for the second time.

Early Monday morning, January 17, after 23 hours of continuous talking and caucusing — and under threat of government intervention — time finally ran out. Bone-weary negotiators left the bargaining table and pickets hit the bricks at every West Coast port.

Federal mediator J. Curtis Counts had warned that he would propose a "legislative settlement." Four days later, President Nixon presented a joint resolution to both houses of Congress calling for compulsory arbitration. (See story, column one, this page.)

While the parties were close on many major issues—including most aspects of containerization, a serious impasse was reached over how the \$1 per ton container tax fund should be used. (See Status of Negotiations, page 7.)

The PMA insisted on using the tax revenue to finance the work-or-pay guarantee, the union wanted that revenue used for further benefits for the membership.

BREAK-OFF

After the parties broke off, and just before Bridges appeared at a huge press-radio-tv conference, the ILWU president asked Mr. Counts to carry back a message to the PMA that the union was willing to stop the clock and continue negotiating, providing employers agreed that wage gains be retroactive to November 14, 1971. (That is the same date for the ILA's retroactivity.)

The PMA sent word back that it was willing to stop the clock, but not willing to guarantee the retroactivity at that point.

From then on the Coast strike machinery went on into high gear again.

Pickets were ready to roll, in any case. Longshore and clerk locals had been informed that January 17 was the deadline unless agreement had been reached.

The following day the Strike Strategy Committee met to map an action program for the renewed strike.

Previous strike policy decisions were continued, including working

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FIRST PICKETS—Silhouetted by the early morning sun, picketers from ILWU Locals 13 and 63 walk the line at container terminal 131 in the Port of Los Angeles, the first berth to be picketed after the strike was resumed. The idled cranes behind the men tell the story of the effectiveness of the picket line.

—photo by Glenn Perry

Sugar-Pine Barleys Stalled

HONOLULU — Sugar and pineapple negotiations were moving towards the wire here as union members were being advised to "prepare for any eventuality."

Both contracts expire January 31, the first time these two major industries within Local 142's jurisdiction met the same expiration date. As *The Dispatcher* goes to press, bar negotiations were described by union spokesmen as "utterly fruitless."

Pineapple companies are making concerted effort to talk poor math, trying to impress employees with carefully prepared statements that they cannot afford increases.

In the case of sugar, there were only two negotiating sessions since talks were recessed on December 19, and none of the basic needs and proposals of the sugar workers were met by management.

ILWU secretary-treasurer Louis Blatt, chief spokesman for sugar negotiations, rejected a company proposal that would liquidate Kohala and not include that plantation

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ILWU Meets with Grain Men

SAN FRANCISCO — ILWU president Harry Bridges announced late last week that the ILWU will meet with major grain elevator operators to discuss separate contracts — for the purpose of loading grain ships on the Pacific Coast.

This came about after the Pacific Northwest Grain Elevator Operators requested a meeting to commence negotiations for collective bargaining agreement covering loading of grain from tidewater terminals to ships. Currently the grain terminals, it is reported, are filled to capacity.

In answer, Negotiating Committee Chairman Bridges agreed that the union might be interested in working out an agreement covering the loading of grain from tidewater terminals to vessels.

Bridges said that if these discussions lead to negotiations and result in agreement, loading of grain ships at tidewater terminals will permit further grain movements from their sources inland. In most cases grain terminals have continued to receive

grains after the longshore strike resumed January 17.

Companies include: Cargill, Continental Grain Company, Louis Dreyfus Corporation, United Grain Corporation, plus various other terminals on the coast.

It is estimated these companies handle approximately five million tons of grain worth about \$300 million annually.

Bridges noted that the union agreed to these meetings at the request of Mayor Joseph Alioto of San Francisco, and after a meeting with Mayor Wes Uhlman of Seattle.

BULLETIN

As *The Dispatcher* went to press, Wednesday January 26, ILWU president Bridges made this announcement:

"An exploratory meeting was held today between representatives of the tidewater grain elevator operators on the Pacific Coast and the ILWU. Further discussions between the parties are anticipated.

"The talks, if successful, would permit vessels carrying wheat and other grains to move."