

Strike in 5th Week; Container Jurisdiction a Major Issue

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In his response Bridges demanded that PMA live up to the letter of the 1968 Container Freight Station Supplement to the Pacific Coast Longshore and Clerks' Agreement.

JURISDICTION

The Container Freight Station Supplement to the Pacific Coast Longshore and Clerks' agreement says in its first section:

"The stuffing and unstuffing of containers in a Container Freight Station (CFS) is work covered by this supplement.

According to the supplement, "it is the intent and purpose of this contract supplement to have all container work brought to CFS on the dock or before July 30, 1971.

In his "On the Beam" column on May 21, Bridges explained that with certain spelled out exceptions (such as manufacturers' loads and door-to-door pickup loads) "under the terms

Executive Board

Makes Statements on China and Pakistan

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the annual meeting of the Institute of Rapid Transit in Mexico City.

ORGANIZING

George Martin, Vice President, Director of Organization, reported on his conferences with union leadership on the coast and Hawaii aimed at a careful examination of the ILWU's organizing program. The bulk of his report detailed organizing activities in each of the areas.

In Hawaii he assisted with Local 142 longshore negotiations and worked on the problems of the Kohala membership.

POLICY STATEMENTS

Two policy statements were made on China and Pakistan.

Concerning the proposed meeting of President Nixon with China's Premier Chou, the board said the ILWU welcomes this as a means of reducing tensions and improving the possibilities for world peace.

"The ILWU has long been in favor of diplomatic and trade relations between the US and the People's Republic and giving the People's Republic of China its rightful place in the General Assembly and Security Council of the United Nations. . . ."

In addition, the board said: "The important need for our country is to end the war in Vietnam and set a date for the early withdrawal of US military forces . . . and the return of US prisoners. . . ."

"We join with the entire nation in welcoming the initiative and hope that these meetings and discussions will not be directed against any oth-

of the CFS Agreement on June 30, 1971 all containers not stuffed by the registered longshore workforce shall not be accepted and loaded aboard ships."

HEALTH & WELFARE

Strikers will be covered for health and welfare. A coast arbitration will be held on the matter of PMA's refusal to disburse funds to all carriers during the strike. In any event, members will be covered, as the ILWU is informing carriers that the union will, if necessary, underwrite the cost of health and welfare.

There has been mounting political and economic pressure to resume negotiations. Nixon's commerce secretary, Maurice Stans, sent highly-publicized communications to both Bridges and Flynn on July 22, calling for resumption of negotiations.

According to Stans: "The shutdown is beginning to hurt our exports, for expanding exports are

critically important to the economic health of this country."

Although it is difficult to assess the economic impact of the strike, there is no doubt that it is hurting.

Steamship companies are losing between \$5,000 and \$10,000 a day for each idled ship, depending on its size. Shippers were also hurt when Southern Pacific trainmen walked out on July 24.

In conformity with guidelines laid down at the beginning of the strike by the Coast Negotiating Committee, passenger ships and military cargo are continuing to move. Clearances are also given for perishables on ships which departed prior to the strike date and ship stores. And approximately 29,000 tons of wheat and flour were cleared last week, at the request of the federal government, for emergency aid to refugees from the civil war in East Pakistan.

DIVERTED CARGO

Diversion of cargo continues to the port of Ensenada, Mexico and Vancouver, British Columbia. The Strike Committee has not asked either ILWU Canadian-Area locals or the Mexican longshore unions to refuse to work diverted cargo.

The expense of diverting cargo to either port is often prohibitive to shippers. The Vancouver port is congested. One importer said: "It's almost impossible to find your cargo. Once you do you have the additional problem of finding trucks to haul your goods."

One automobile distributor reported that one shipment of cars had gone through Vancouver, "but it's going to take us a month to get the cars and it will be horrendously expensive."

ILWU policy has been not to ask either the Canadians or the Mexicans to refuse to handle diverted cargo until it became absolutely necessary. In the last issue of *The Dispatcher*, president Harry Bridges wrote in his column "On the Beam":

"Our real economic power rests with our strength to keep vessels from loading or discharging in Pacific Coast ports of the United States. There's enough power in that strength to prevent movement of vessels, except military, to win the strike. The economics of the profits in this industry is the quick turnaround time."

Bridges went on to note the tremendous expense and loss of profit involved in diverting cargo to either Vancouver or the small, poorly equipped port in Ensenada.

By decision of the Coast Negotiating Committee, Alaskan and Hawaiian ports are also working. Hawaiian longshore members of the ILWU have recently taken a 91.6 percent strike vote. For details on Hawaiian situation see the story on Page 7.

CREATIVITY

In the meantime reports from up and down the Coast indicate that every local has pulled its strike machinery together. Thousands of officers and rank and filers are actively at work on local strike committees, publicity committees, hardship committees, picket line coordination and the many other tasks that go into the making of a successful strike.

Morale is solid, picket line chiseling is at a bare minimum, and members are displaying a remarkable degree of ingenuity and creativity in strengthening the strike and bringing their case to the public.

An overall view of the activities of striking locals—serious and humorous—can be found on pages 4 and 5.

er nation, and will be a step toward a long lasting reduction of tensions and armaments and world peace."

The other statement, "On Help to the People of East Pakistan" was in answer to an appeal from the president of the All-Indian Port and Dock Workers Union — "Appealing to the conscience of the whole world to stop the slaughter of the people in Bangla Desh, East Pakistan, by West Pakistan armed forces, and stop shipments of aircraft and weapons to be used against the people. . . ."

In his answer, President Bridges wrote, and this is part of the Statement of Policy, "We deplore the butchery, the uprooting by the armed forces of Pakistan of millions of Bengali, Hindu and Moslem peasants from their homes and land in East Pakistan."

Bridges noted that ILWU members, even though in a strike, have agreed to load Bulgar wheat and flour for East Pakistan refugees now in India.

STOP PROFITEERING

The letter also urged Indian dock workers to make every effort "to see that this wheat and flour reaches the starving, homeless, deserving people of East Pakistan, and does not result in lining the pockets of speculators of Calcutta."

In addition, the board said it is "recommending to our longshore locals not to load or handle any ships which carry military supplies and weapons from the Pacific Coast of the US, which could be used against the people of East Pakistan."

In addition to installing the new members of the Executive Board, the board witnessed the installation of the Coast Committeemen who were elected in the recent re-election. They are the incumbent William Ward, Local 13, and Fred Huntsinger, Local 8.

In discussing the reason for a new election having been held, the board heard a report on the challenge made on the first election by Art Almeida, Local 13, and of Fred Huntsinger's withdrawing his appeal regarding the second election. The board also heard an appeal by John Pandora, Local 13 president, asking that the second election be set aside. This was voted down after considerable discussion.

The board also agreed that the Hawaiian longshore unit shall have the right to vote on longshore division questions in the future unless this is changed by future longshore division caucuses.

Newly-elected members installed at this meeting included: Pedro de la Cruz and Eddie De Mello, Local 142, Hawaii. (The other new member from Hawaii, Elmer Lau was absent for medical reasons); Don Ronne from Local 8, Portland; Curtis McClain, Local 6, San Francisco; Albert Perisho, Local 63, Wilmington.

All others were re-elected incumbents: Bob Peebles, Local 500, Canada; Ed Anderson, Local 19, Seattle; George Ginnis, Local 23, Tacoma; James Herman, Local 34 and David Littleton, Local 10, San Francisco; L. L. (Chick) Loveridge, Local 13, Wilmington.