



WATERFRONT NEWS

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Longshore Caucus Meets

NORTH VANCOUVER — Delegates of the eight B.C. longshore locals met in a Contract Caucus from September 7-12 to set the bargaining demands for upcoming contract negotiations.

President Dave Lomas, who along with the other Canadian Area officers and fifty delegates from locals, tackled the difficult job of reviewing the eighty-nine resolutions submitted to the caucus after adoption at local union membership meetings.

The resolutions, along with the executive and trustee reports, were first sent to working committees meeting over the first two days of the caucus. Then over the final two days delegates discussed the resolutions and committee recommendations in full caucus sessions.

After four days of hard work sixty-three demands were formulated which will form the basis of the unions position during Longshore contract talks.

Three years since last negotiations

The current longshore contract expires on December 31, 1985 and negotiations for a new agreement are scheduled to commence in October.

The current 3-year agreement, signed in November of 1982, was retroactive to January 1, 1982. The agreement was then extended for an additional year by mutual consent of the union and the employers after improvements were made to wages and benefits.

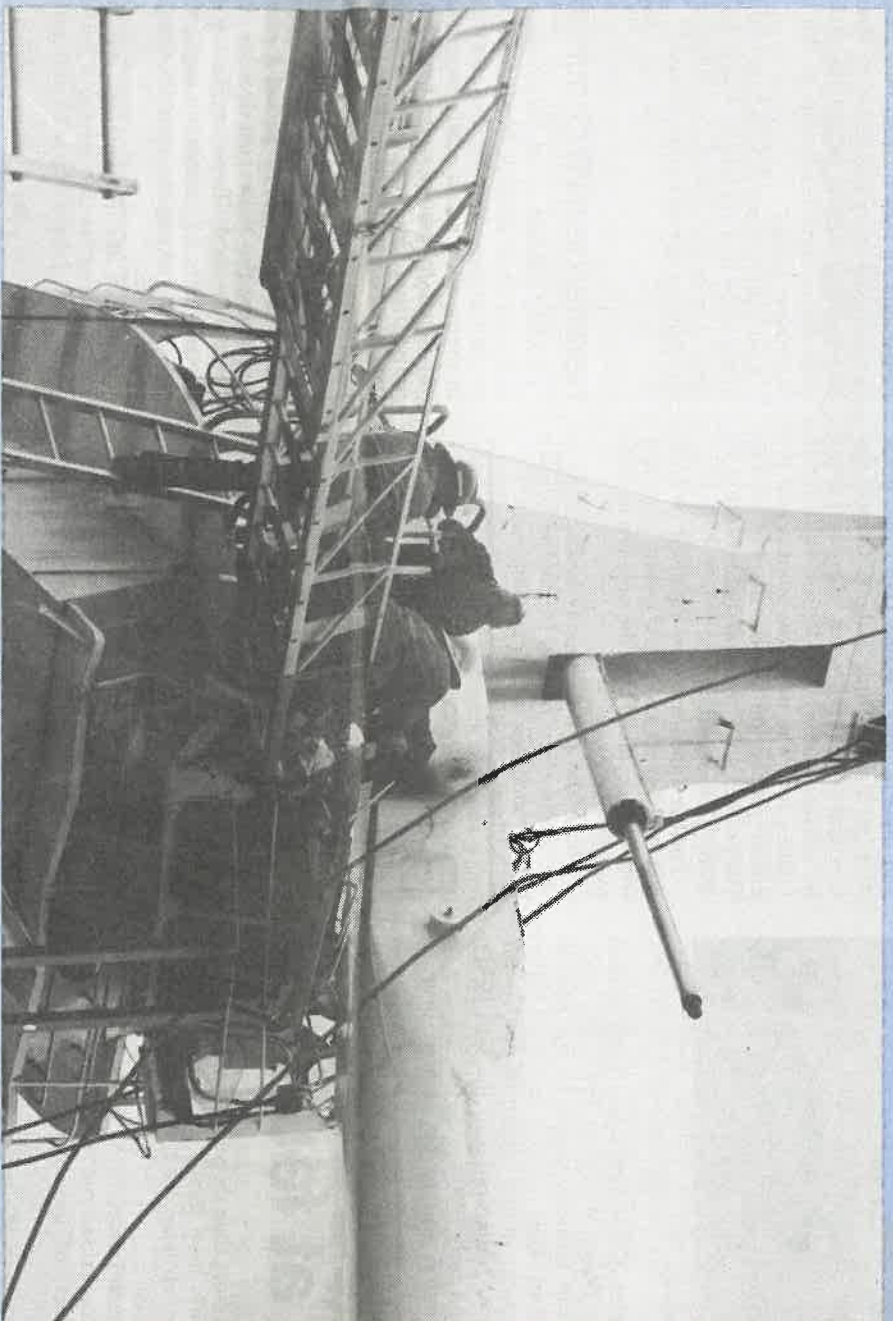
According to the Longshore Contract Executive Board Report presented at the caucus, this tactic has paid off for the union:

"The strategy of extending the last Collective Agreement a year to give the Union some breathing space in that volatile economic period and to avoid the appetite of the employers to take a run at some of the major clauses in our Collective Agreement has been successful in shaking down and clarifying the employers positions over the past two years. The economic situation also has stabilized to the degree that the inflation rate has remained fairly constant: between 3 and 4 percent."

Although upcoming negotiations are by no means expected to be easy it was the clear expectation of the delegates that the bargaining climate is now such that some progress can be made in improving the Collective Agreement.

— SEE PAGES 6-7 FOR MORE ON THE LONGSHORE CONTRACT CAUCUS

Court clears operator after brush with death DRAMATIC RESCUE



On the morning of March 3, 1979 Steve Bushnell felt very lucky to be alive.

When these photos were taken at Lynn Terminals, Steve Bushnell was lying trapped inside the crushed crane operator's cab while

firemen and fellow ILWU members worked to free him.

"I heard a high winding noise from the hydraulic motor", recalls Steve. "This made me look to the back of the cab. Then out of

the corner of my eye I saw the boom coming down. I literally dived to the back of the cab

— right over the controls."

Steve had been operating the crane on the

cont. page 2 "operator"

Study finds

30% Unemployment

Waterfront News Exclusive

VANCOUVER — A research group conducting a telephone survey this August in the federal electoral riding of Vancouver Kingsway was shocked to find that the unemployment rate in their area was more than twice the general Vancouver figure published by Statistics Canada.

The Statistics Canada figure for August set the unemployment rate for Greater Vancouver at 12.7%. The research group's survey uncovered a rate in the Kingsway area of the city of 30.2%.

"We were shocked," commented Peter Norris, manager of the research project. "We thought we might find that the rate was somewhat higher than the official findings. But we weren't prepared for such a huge difference."

The survey was conducted by the Unemployment Research Group, a year-long project sponsored by Carpenter's Union Local 452. The Carpenters, who have their dispatch hall in the Kingsway area, are keenly interested in the issue of unemployment as their trade has suffered under extremely high unemployment rates for almost three years. The project is funded under the Canada

Works program.

Project worker, Bill Mason, explained that "the accuracy of the survey should be within 5% nineteen out of twenty times". (This is a standard way of expressing the statistical accuracy of surveys.) "What this means is that while the actual employment figure could be as low as 25% it also could be as high as 35%."

"We made about 1000 phone calls", explained Mason, out of those we conducted 614 interviews."

In order to insure credible results, the researchers worked closely with professionals in the field both at Stats. Can. and the Department of Statistics at UBC. Project manager Norris explained that "Although the survey was conducted in August of this year, we have been reluctant to release the results until we were certain that they are based upon the same stringent scientific criteria that other surveys are subject to."

Commenting on the surveying practices of Statistics Canada Norris noted that "the only difference between our definition of who was 'in the workforce' and the government definition is that while Stats. Can. asks people

cont. page 2 "Hider"

Negotiations Start

VANCOUVER — The first steps toward gaining a new Canadian Area Longshore Contract were taken on October 4th, 1985. The Canadian Area Officers acting as a sub-committee of the Longshore Contract Executive Board (LCEB) met with representatives of the BC Maritime Employers Association (BCMEA) to start negotiations.

The Union put forward the sixty-three bargaining demands arrived at just weeks before by delegates at the recent Longshore Contract Caucus in North Vancouver.

Here are some of the highlights of the Longshore demands:

- A major increase to the basic pension and Bridge benefit paid between age 62 and 65.
- Full retirement under the "87" formula at age 55.
- The M & M Supplementary pension to cover ALL members under a new formula.
- Improvements to the Welfare plan with the major emphasis on increasing sick benefit payments.
- An interchange of Union members between various areas of the province.
- Improved vacation pay and addition of new categories for senior employees.
- Vacation pay calculated for periods when in receipt of Workers' Compensation and Sick Benefits.
- An amended formula for Statutory Holiday payment.
- A one year contract with increased wages.

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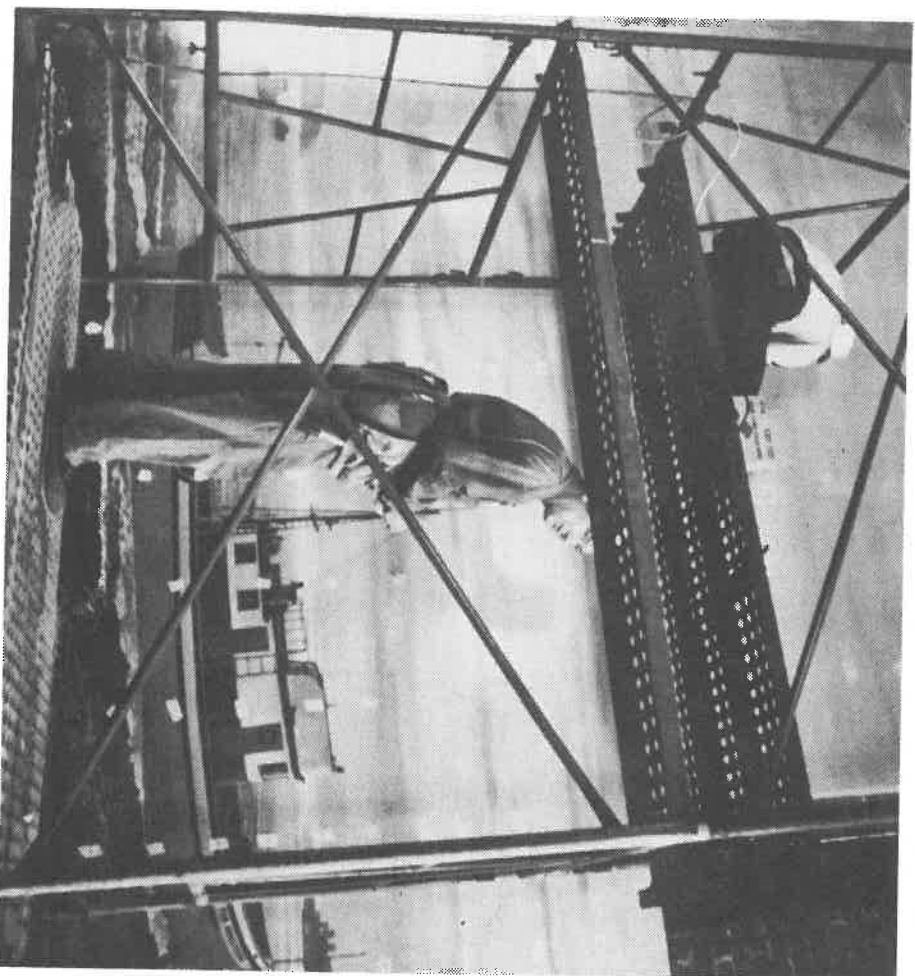
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Maritime Unions save mural



Workers dismantle mural sections.

Vancouver — The historic Fraser Wilson mural has been saved from destruction by the actions of a number of maritime unions, including the ILWU, a Vancouver City alderman and a City Art Studio Director.

The huge mural, which depicts the industrial scene in British Columbia during the 1940's, had adorned a 100 ft. long wall of the

old Pender Auditorium since being painted by artist Fraser Wilson in 1947. The auditorium was formerly owned by the Maritime Workers and Boilermakers Industrial Union and was the major meeting centre for Vancouver trade unions in the late 1940's, 1950's and early 1960's.

The mural was to be painted over to

Court rules after 6 years

Operator not at fault

from page 1

M.V. "Adriatik" when without warning the boom had come crashing down, almost completely destroying the steel and glass cage that now held him captive.

"My arms and body were pinned so I couldn't move. One of my hands went right through the glass window cutting my fingers to the bone." Steve explains that his left arm still bothers him sometimes. "I wasn't hurt as badly as I thought at the time. I thought that I was badly cut up. I could feel hot liquid on my back and legs but I found later that it was just hydraulic fluid."

Cutting torches were used to free the pinned longshoreman after all other efforts had failed. Amazingly, once he was freed, Steve Bushell climbed down the ladder under his own power to the awaiting ambulance.

The rescue effort had taken nearly two hours.

Now, more than six years after the incident the courts have finally come down with a ruling which clears the ILWU operator of any negligence.

Mechanical Defect

The court ruled that "there was a mechanical defect, of unknown or unexplained origin".

The owners of the M.V. "Adriatik" had sued the Canadian Stevedoring company for the cost of crane repairs, loss of earnings and interest to the date of the trial. The total amount was over \$290,000. The basis of the claim was that the accident was due to operator error.

Both the Bosun and a mechanic from the Adriatik supported Steve Bushell's statement that there had been no error or negligence in the operation of the crane. The court agreed. No damages were awarded to the ship's owners.

provide wall space for the Pacific Artists Studio which currently occupies the building. Studio director, Gary Oliver contacted the unions to determine if interest could be generated in saving and restoring the historic mural.

The Maritime Labour Centre made application to the City of Vancouver Centennial Commission to have the saving of the mural declared a City Centennial project. Alderman Bruce Yorke, a member of the Centennial Commission Executive, guided the application through the Commission who accepted the project and provided funding for a portion of the cost of its removal and eventual restoration.

The Maritime Unions committed donations of labour, cash for incidental expenses and co-ordinated the donations of materials and services including trucking, scaffolding, polythelene, wallboard and plywood required for the removal stage of the project. "The mural is an important part of Vancouver and B.C.'s labour heritage which would have been lost forever without the concern and effort of a number of individuals and organizations," stated Dan Cole, president of the Maritime Labour Centre and Co-ordinator of the project. "Restoration will be carried out by the Petrov Restoration Gallery over the next few months and the mural placed on public display during Vancouver's Centennial celebrations in 1986," Cole stated.

Further funds are now required to complete the project and a fund raising campaign will be undertaken over the next few months for that purpose.

The mural will eventually be installed in the auditorium of the Maritime Labour Centre once that facility is completed.

B.C. Student Aid — Worst in Canada

Two recently announced changes in the British Columbia Student "Aid" Program will do little to improve the worst student assistance program in Canada.

The provincial government has implemented a loan remission program. Students will be eligible to receive up to 25% remission of their provincial student loans upon graduation. Out of town students will be eligible for up to 33% remission.

The second change is the creation of a provincial scholarship program which will reward students on the basis of achievement rather than need. Top achievers will be eligible for up to a \$400 scholarship.

Simon Fraser Student Society External Relations Officer Don Maabeth is particularly concerned that the scholarship program represents a major shift in philosophy from a needs based program to one based solely on achievement without regard for need.

The Student Society has called for the return of a grant program based on need funded at 1982/83 levels. Despite the claims made by Universities Minister McGeer that B.C. now has "the best" program in Canada, B.C. is the only province which does not offer a needs based student grant.

From Sept. 1985 Newsletter of the Simon Fraser Student Society External Committee.

Hidden Unemployment Found

from page 1

if they have been actively seeking work within the past four weeks, our survey asked if people had been actively seeking work within the past six months as a criteria of who was 'in the workforce'. We also accepted the respondents word if they stated that they are available to work. We did not require that they be currently registered with CEIC or be on some government program.

"We feel that we have unearthed the hidden unemployed that the government, for political reasons, consistently ignores."

The study also found that the total of

B.C. Labour New

Socred min. wage blast

The B.C. Federation of Labour has blasted the province's Labour Minister for refusing to increase the minimum wage paid to workers in the province.

"British Columbia has the lowest minimum wage in the country, yet among the highest cost of living," said Federation of Labour President Art Kube. "In this day and age absolutely scandalous that people should be paid only \$3.65 an hour."

A recent poll showed that over 85 per cent of residents in Greater Vancouver want government to increase the minimum wage and 62 per cent of that group believe it should be set at \$5.00 per hour," said Kube.

"It is obvious that the B.C. Chamber of Commerce is setting public policy on minimum employment standards, not the Workers of Labour."

Union charges RCMP meddling

The B.C. Council of Carpenters has a letter to Solicitor-General Perrin Bracken demanding an investigation into allegations that an undercover RCMP officer attended a meeting of dissident candidates seeking to oust the militant leadership of the union Vancouver local.

Council President Bill Zander told Bracken in the letter that attendance by RCMP officers at such a meeting constitutes "unacceptable interference in trade union affairs."

—The Vancouverian

Norway beats B.C. min. wage

VANCOUVER — A decision by the commissioner-general of the Norwegian Labour Union to pay students who work in the pavilion substantially more than provincial minimum wage has won praise from the Vancouver and District Labour Council. The Council is in the process of a letter writing campaign to other national and corporate pavilions to ask them to follow the Norwegian lead.

The Labour Council passed a resolution supporting the Norwegian decision. Lal Council Secretary-Treasurer Frank Kent described the B.C. minimum wage, which is the lowest of any province in Canada, as exploitation.

"Perhaps the Norwegians will show British Columbia into paying a half-decent wage for the people who work at Expo 86," said.

—On the Line

BC wage settlements low

OTTAWA — In August Statistics Canada released a detailed report of wage settlements across the country since 1981. The report confirms what most citizens in British Columbia know only too well: wage settlements in this province have plummeted in recent years.

Average annual base rate increases in the first quarter of 1985 were highest in Newfoundland, Quebec, Ontario and Nova Scotia, all at over 4.5% — and were lowest in Alberta and British Columbia. Average settlements were 2.3% for B.C. The report says that settlement levels in British Columbia, which until 1981 tended to be near the top of the inter-provincial rankings, have since 1982, been at or near the bottom.

—TWU Transmitt

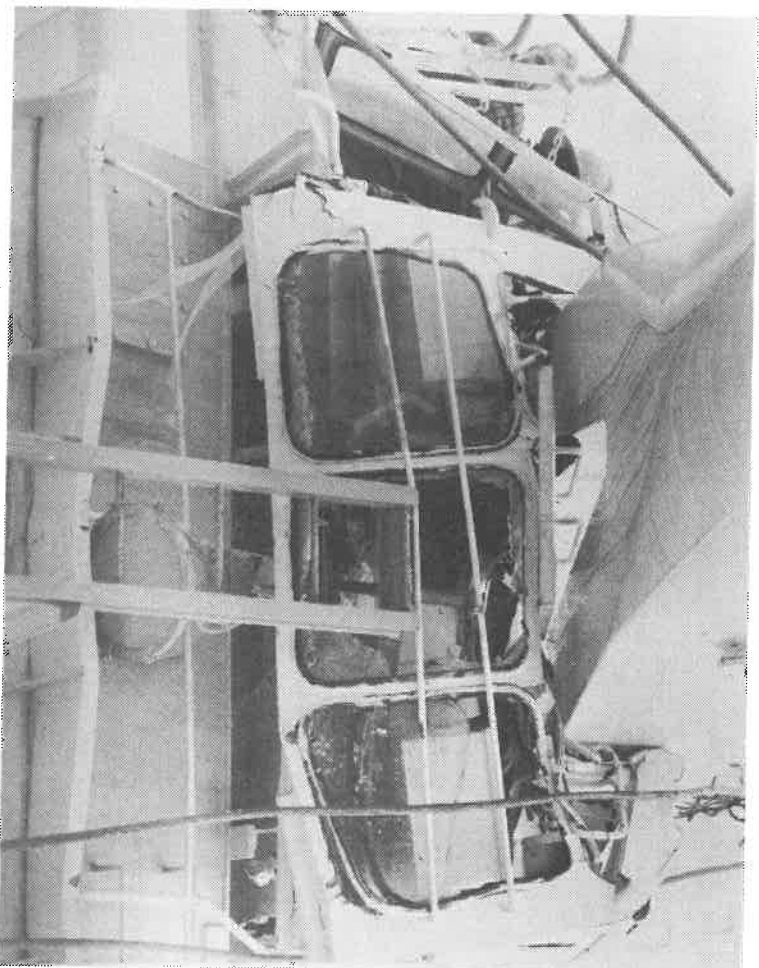


Photo taken when Steve Bushell was still trapped inside

International News

S.A. Unions applaud boycott

South African workers have a message for Canadians: boycott our country.

"To call for boycotts is treason," Mamoko Nchwe, of South Africa's National Union of Mineworkers told a Vancouver news conference Oct. 7. "Our union includes the workers who are making the Krugerrand.

"Their message is that the Krugerrand should be boycotted. It is good work you are doing. We appreciate it. Keep up the good work."

South African workers who are struggling for justice "already face starvation," Nchwe said. "We are prepared to starve a few more years to correct the situation."

Nchwe and NUM president James Motlasi were on a national tour sponsored by the Canadian Labour Congress to spotlight the crisis in South Africa and to build support for South African trade unions.

It has been only six years since unions for black workers were legalized in South Africa, Motlasi said.

But the right to strike remains in doubt, as mineworkers found out in September. Three corporations which were determined to resist union demands for a wage increase "decided to fortify the mines with electric fences," Motlasi said. "The strike was brutally crushed, workers were forced to go underground to work at the face at gunpoint."

In this fight the economic and moral support of Canadian workers can be decisive, he said. Nothing short of the abolition of apartheid will suffice: "They may allow us into restaurants, they may allow us into white transport. So what?"

"If you don't have a vote, you are not a human being."

—*The Fisherman*

Grape boycott on again

LA PAZ, California — California grapes are back on the boycott list. The United Farm Workers union has called the boycott because the state's labour laws are being subverted by the Republican governor and the grape growers.

In the 1960s and '70s the grape boycott rallied millions around the world to the cause of justice for migrant farm workers. The UFW sent organizers across the continent. Labour unions and church groups organized picket lines and demonstrations. And it worked.

In 1975 the farm workers won legislation guaranteeing them free elections and the right to organize and bargain collectively. But now that law is being systematically subverted by Gov. George Deukmejian, who was elected in 1982 with \$1 million in campaign gifts from corporate growers.

Since taking office Deukmejian, has cut the Agricultural Labour Relations Board budget, eliminated investigative staff, packed the ALRB with appointees who are dismiss-

ing worker complaints and letting a backlog of cases build up, and closed off the system of ensuring farm workers receive their back pay from growers.

"Instead of forcing the law against those who break it, Deukmejian invites growers who break the law to seek relief from his political appointees," charges Cesar Chavez, the union's president, who led the earlier successful boycott. Chavez says the new grape boycott will combine traditional methods with new high-tech methods which feature the latest in computerized direct mail plus demographic and geographic targeting of consumers near supermarkets which sell boycotted products.

Chavez scheduled a cross country tour in Canada in September and October to promote the boycott. Canadians, and in particular British Columbians, were very active in the earlier boycott. In British Columbia grape sales in the 1960s and '70s were reduced by over 50%.

—*On The Level*

Canadian Area News

Major hurdle overcome in Port negotiations

A major stumbling block has been overcome in the attempt to achieve a new collective agreement for members of ILWU Local 517 employed by the Vancouver Port Corporation.

"The Employers had demanded that the work performed by 30 to 40 Local 517 billing staff members was to be turned over to the Dock Stevedore contractors, with no guarantees of job security for the people being displaced," stated Local 517 President Jim Jackson. "The matter is now off the table with continuing job security for the people involved."

"The matter of maintenance staff being moved to perform their work under the Longshore agreement is still on the deck, but will not be resolved until the question of benefit and pension credits are in place for the employees they are planning to transfer," added Jackson.

Conciliation hearings are continuing on these and the other outstanding issues under Conciliation Officer Bill Lewis.

Log exports create Vancouver Island jobs

The depressed conditions of the B.C. forest industry have resulted in greatly increased export of raw logs which are being loaded aboard ships in areas not traditionally worked by the ILWU.

Log shippers have adopted a policy of loading vessels at sites closest to the logging operations, thus avoiding Port tariffs and charges, and significantly reducing towing costs.

"The ILWU has entered into various agreements to ensure that the loading of logs in remote areas falls under ILWU jurisdiction," stated Canadian Area 2nd Vice President, Willard Gallie. "The Port Alliance area which includes Cleagh Creek and Kultus Cove are serviced by 5-man gangs out of Port Alberni, with the remainder of the employees added to the crews from the local population. In Bella Coola a work force of local unemployed people was registered to do all the work with people trained in Vancouver for many of the topside work. Jobs are created for most of our people and for the local residents, who by and large are unemployed. They feel they have a right to share in economic activity which creates jobs in their communities."

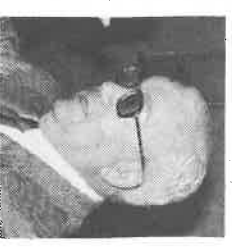


Gallie

"There have been numerous problems in setting up these operations with our members being required to stay in logging camps," continued Gallie, "however, it looks as if more and more raw log operations are going to be handled this way, and it is important that the ILWU be there."

Greedy Employer backs off

VANCOUVER, Wash. — A mass picket line of more than 500 workers, members of the International Longshoremen and Warehousemen's Union (ILWU), recently won a major victory when a large barge company abandoned plans to hire scabs to load cargo destined for Hawaii. "The rank and file has sent a clear message to any employer who wants to turn the clock back and betray all the things we have fought for," said ILWU President Jim Herman in a recent public statement.



Herman

He attempted to hire non-ILWU members to load construction equipment and lumber in Vancouver's Columbia Industrial Park docks.

3 bosses jailed for industrial murder

CHICAGO — Three officials of a defunct silver recovery firm have been sentenced to prison terms of 25 years each after their unprecedented murder convictions in the 1983 death of an employee from cyanide poisoning.

Judge Ronald J.P. Banks said two executives and the plant foreman of Film Recovery Systems Inc. knew workplace conditions were "totally unsafe." The death of 61-year-old Polish immigrant Stefan Golab "was no accident, but murder," he said.

Sentenced were Steven J. O'Neil, former president and part owner of the firm; Charles Kirschenbaum, the plant manager; and Daniel Rodriguez, the plant foreman.

The three were also convicted of 14 counts each of reckless conduct, fined \$10,000 (US) and sentenced to serve 364 days in jail for each count. Those sentences are to be served concurrently.

Film Recovery Systems recaptured silver from photographic and x-ray film through a chemical process using cyanide. The plant contained over 100 open vats of cyanide solution.

State's attorney Richard M. Daley, who prosecuted the case, said the verdicts "mean that employers who knowingly expose their workers to dangerous conditions leading to

Single contract achieved by Local 518

Local 518 has been successful in consolidating their two separate contracts, the first with Commercial and General Testing, and the second with PKB Scania under a single agreement with all the conditions of the superior contract.

Local 518, which represents members involved in the sampling and testing of bulk commodities at various sites around the Province, was successful in negotiating other significant benefits in their new agreement retroactive to January 1, 1985.

A major breakthrough was achieved with Workers' Compensation and sick benefit earnings being used in the calculation of vacation pay.

The previously separate casual pools were merged with seniority under both contracts recognized, and a number of other improvements made respecting casuals.

Wages in 1985 were increased by 80¢ to the Longshore rate of \$16.90 with an agreement to increase wages in 1986 consistent with what is negotiated under the Longshore Collective Agreement for both wages and benefits.

"The Committee did an outstanding job in these negotiations, and in fact, achieved some important breakthroughs," stated Canadian Area President Dave Lomas. "Former Secretary-Treasurer Frank Kennedy worked along with the Committee and deserves the thanks of the membership for his contribution to the Negotiations."

Eaton's boycott ends

The Canadian Labour Congress has lifted the boycott against Eaton's stores. The recent collective agreement and subsequent action has now given the union representing Eaton's employees a fighting chance at survival.

—*Labour News*

Boycotts

All readers are asked to support the following trade union-sponsored consumer boycotts.

- **CANADA TRUST** (all locations)
- **CANADIAN TIRE** (all locations)
- **U.S. LETTUCE** (Donny, Red Coach, Big Fred, SAS, Big A, Bobby & Andrews brands)
- **PROCTER & GAMBLE SOAP PRODUCTS** (Liquid detergents: Ivory, Joy and Dawn. Powder detergents: Tide, Cheer, Oxydol and Bold. Bar soap: Zest, Camay and Ivory)
- **LOUISIANA PACIFIC CORPORATION** (Forest products, construction material, Waterwood Construction Panels, Pabco Zonolite, insulation, Weatherseal Windows and Doors)
- **SNO BOY, STAND BY & SUNSHINE PRODUCTS** (Fresh fruit and vegetables, canned goods, and packaged products)
- **S.S. KREGE & K-MART STORES**
- **ROYAL BANK**
- **SANDMAN INNS**
- **CHILEAN PRODUCTS**
- **SOUTH AFRICAN PRODUCTS**

Hot List

The following "HOT DECLARATIONS" have been issued by the B.C. Federation of Labour. Trade Unionists and supporters are asked to refrain from servicing or handling:

- **ENTEX DOOR SYSTEMS** (Wholesale produce and gro-series)
- **SLADE & STEWART**
- **OKANAGAN H-R-I SUPPLY LIMITED** (All products and services)
- **CANADIAN TIRE** (Prince George)
- **PURULATOR COURIER** (B.C. operations)
- **STEVENSON CONSTRUCTION PENNYFARTHING SITE** (Vancouver)

—*Compiled by On The Level*

Issues of the 1935 strike

1985 marks the 50th anniversary of a turbulent period in the history of the longshore industry in B.C.

On June 4, 1935, eleven Vancouver longshoremen, members of the Vancouver and District Waterfront Workers Association refused to load a barge of newsprint from Powell River aboard the "SS Anten" on the grounds of the cargo was "hot" having originated from what they understood to be the strike bound Powell River Company.

The Shipping Federation of B.C. responded by terminating the collective agreement. The Federation posted a notice that although the prevailing pay rates would continue, men wishing to work would have to apply through the labour manager.

Thus the stage was set for an epic struggle which would result in the bloody "Battle of Ballantyne", scores of jail sentences, the blacklisting of hundreds of men, and ultimately the smashing of the longshore union.

The backdrop to these dramatic events leads all the way back to 1923 when an employer provoked strike resulted in the defeat of the I.L.A. and the subsequent establishment of a company union, the Shipping Federation dominated Vancouver and District Waterfront Workers Association (VDWWA).

The VDWWA dues book stated that "the obligation of the member shall be to be faithful to the employers and neither by word or act bring discredit upon the Association or prejudice its relations with its employers."

Working conditions left much to be desired. Favoritism was exercised in the employer controlled dispatch hall. "Flexible



photo - Vancouver City Archives

hours" resulted in virtually working around the clock, and of course there was a quick discharge for men objecting to these conditions.

The onset of the depression in the early 1930's led to even worse conditions and along with these came an increased militancy amongst waterfront workers. Longshoremen moved to change the VDWWA, the organization the Shipping Federation itself had brought into being, from a company union to a legitimate fighting labour organization.

In October of 1934 the VDWWA signed a

collective agreement with the Shipping Federation. Many of the more militant members considered this agreement to be unsatisfactory. As a result a new leadership was soon elected who took the union on a program of work stoppages and militant action to wrest control of the dispatch from the employers.

The same militancy was also being experienced in the port of New Westminster, Powell River, Prince Rupert, Port Alberni and Chemainus and in 1934 an umbrella organization known as the "Longshoremen and Water

coover). It will be won by going down on ships and taking off the strikebreakers."

The crowd cheered and clapped from their positions along the streets, porches, and on telephone poles. Most people were smiling as the column of fours, men in their Sunday best suits and ties, turned from Hastings Street and passed Cordova, then Powell and finally Alexander Street to meet the Chief Constable Colonel W. W. Foster at the first set of railroad tracks to the western entrance of Ballantyne Pier.

Behind the Chief Constable were 125 uniformed dismounted City Police, mounted RCMP and mounted City Police (under the direction of Inspector Fowell (RCMP), two Lewis machine guns borrowed from the Provincial Armoury, a string of closed boxcars blocking the tracks and hiding some of the police, CID (Criminal Investigation Division) men in patrol cars and a motorcycle squad of city policemen. "The bloodiest hours in waterfront history" were about to begin.

"I knew they were coming" remembered longshoreman Albert Stock, "I was walking up the tracks and I saw all the policemen there, Mounties, horsemen and they had one row of maybe 20 men with machine guns about five feet apart on about the fifth track on the North side. And when the parade started coming down to the tracks I was only about 30 feet away on the first track. Foster came up and held his hand up to stop them. They pushed him back two or three feet and he gave a signal and the tear gas bombs started to fly and the crowd dispersed. But two or three minutes, and they were all back again and rocks and everything were flying." (From Man Along the Shore)

The Chief Constable described the Police view of the events in a letter to "His Worship Mayor G. G. McGeer, K. C., M.L.A., June 1935:

"... following the use of gas which stopped the rush, mounted men charged the crowd both from front and from the flank on Powell Street, where City and Provincial mounted men had been placed for such a contingency.

"The rioters had come well armed with stones and other offensive weapons. One man climbed a car from which he discharged a revolver at the RCMP, but with the City footmen closing in from the City, those to some extent blocking the avenues of escape, the general assault which the strikers had evidently planned, was over within the first two minutes.

"The next move of the strikers was to occupy houses, lanes and other vantage points around the neighbourhood between Powell and Hastings Street, and

Transport Workers of Canada" was formed consolidate the unions and force the kind changes that were needed.

During the succeeding months the employers watched these developments with alarm. They were mindful of the fact that major victory had just been won by longshoremen in San Francisco under the leadership of Harry Bridges. There the union had successfully fought for and won control of the dispatch system after a bitter and bloody strike.

B.C. employers were worried about the growing trend of militant rank and file controlled unionism. However, they all remembered their history. The union had been beaten in 1919 and again in 1923. If it proper ground work was laid, the employers felt that they could once again beat the union. They sat back and waited for their chance. Their chance came with the union's refusal to load cargo aboard the "SS Anten", action contrary to the terms of the existing collective agreement. In fact the action was apparently contrary to an earlier membership decision of the VDWWA that had turned down a recommendation to give the executive the power to call a strike to support the demands of other affiliates of the Longshore and Water Transport Workers of Canada who were presently in negotiations.

Once the strike was on the employers declared the contract null and void, and so they would continue to operate the port. Office staff of the CPR were ordered to unload cargoes from CPR Empress Liners. Strike breakers were hired by the Federation and billeted at Ballantyne Pier. Union pickets were kept from the approach to the docks by scores of policemen stationed at strategic points.

The "Battle of Ballantyne" was about to begin.

Streets parallel to Heatley Avenue. However, having disposed of the situation any menace to Ballantyne Pier, immediate steps were then to clear up the whole situation, even to the extent of using gas buildings harbouring strikers, notably the Longshoremen's Hall, which was the roughly gassed put, and by five o'clock it last of the riotous conduct had been disposed of."

The "Vancouver Daily Province" described it as the bloodiest hour in the history of the Vancouver waterfront. At least 20 marchers were injured including Leonard Binns who was shot with a sawed off shotgun from a police car. 18 marchers and 10 policemen, 3 of whom were seriously injured were hospitalized.

In the aftermath of the four hour melee, 10 men were convicted of a variety of offences, and spent from 3 to 12 months in jail. In the period from June 4 when the lockout first commenced, until October 25th, over 50 cases appeared on the police register which resulted in 148 convictions against longshoremen.

The lockout continued, and at the end of October an inquiry by Ontario Superior Court Justice H. H. Davis was held which completely exonerated the actions of the Shipping Federation. His report stated that there was no strike or lockout of any of the employees of the Powell River Company on May 17, and that the strike of the VDWWA and sympathy strike of approximately 1,500 additional men were "contrary to the principles and best interests of sound labor organization."

The Davis report although unquestionably pro employer did make this perceptible statement:

"I am not forgetful of the evidence (Paddy) Coyle, for he has worked on the Vancouver waterfront for the past 25 years and appeared to be the best representative — the best type of longshoreman, that the employers, the Shipping Federation had given the men on June 4th a day or two to think the matter over, their course of conduct might have been different."

On Monday December 9th at 8:00 a.m. the central strike committee of the Longshoremen and Water Transport Workers of Canada issued a statement officially ending the strike.

Hundreds of longshoremen had lost their jobs, and while many were rehired in subsequent years, some never returned to the waterfront.

With the strike lost a new company union was formed, and the long arduous task of rebuilding a democratic rank and file controlled union had to begin once again.

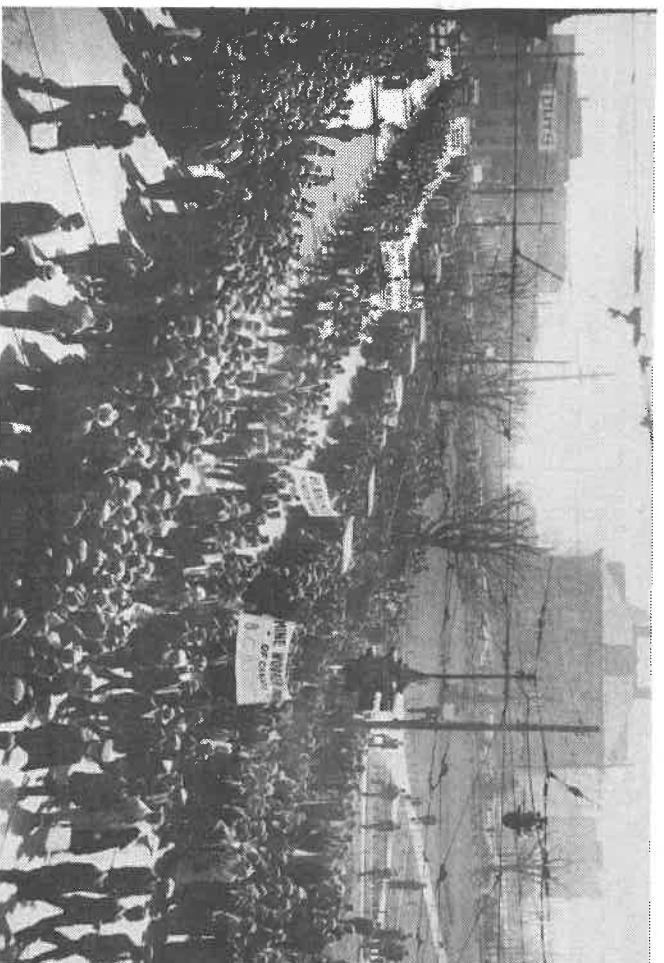


photo - Vancouver City Archives

Battle of Ballantyne

— by Chuck Zukerman, Local 500

The men began to gather shortly before the appointed time of 1:00 p.m. It was June 18, 1935. The front of the Union Hall at 633 East Hastings Street was swarming with humanity as locked-out longshoremen congregated to await orders to march onto the newly proclaimed "government docks" at Ballantyne Pier.

The men fell into columns of four under the direction of Jack Hughes who disguised himself as a blind man with dark glasses and then took up his position at the head of the parade next to Mickey (Paddy) O'Rourke who carried the Union Jack proudly unfurled.

The columns of men headed one block east to Heatley Avenue, and turned north towards the harbour. Some sang old army songs and many paraded medals won in service for their country during the Great War. Many were thinking of the words spoken just two days prior when 3,000 longshoremen and sympathizers had met at "The Arena" and Ivan Emery, President of the Longshoremen and Water Transport Workers of Canada speak:

"We have been refused the right to go down on Ballantyne Pier which is a government dock. In the War, many of us went against the guns of the whole

German Army. Now we are faced with a squad of Mounties on horseback with machine guns behind them. I believe there are enough men on the waterfront who know what it is to listen to the rattle of machine guns, and are willing to hear them again.

"This is purely a voluntary movement and we plan no violence. Veterans who are planning to go down with us should wear their medals won overseas, they will make good targets.

"We are going to ask Chief of Police Foster to take the strikebreakers off the dock. If we are refused, we are going to march down anyway.

"We are not going down in a spirit of bravado, simply to make a test to see if the workers of this country have any rights and see if they will turn the guns on us. If they do, we will know Fascism in Canada has taken off its mask.

"This fight is not going to be won by appeal to Ottawa. We know where Bennett (Prime Minister Richard B. "Iron Heel" Bennett) stands.

"It is not going to be won by appeals to Victoria. We know where Parullo (Premier Thomas Dufferin Paullo) stands. "No is it going to be won by appeals to McGeer (Mayor G. G. McGeer of Van-

1935 STRIKE Lessons from 50 years past

In 1935 the union was new and untested and in fact was just emerging from a decade of total domination by the employers. It faced a major task in attempting to build the independent militant force which would be necessary to correct the many workplace injustices that existed during that time.

Undeniably fatal mistakes were made by the union then which resulted in its demise and set back the advancement of organized labour on the waterfront for a good number of years.

Since those unsettling times our union has progressed light years by building a militant rank and file controlled union and by establishing an accepted presence in the industry which has remained unchallenged for many years. The union in fact, through the negotiations of standard wages, benefits and working conditions has created a stable atmosphere in which the shipping interests have been able to grow and prosper.

Without the union, problems of labour supply, industrial unrest and cut throat competition would plague the industry to the benefit of no one.

However, in spite of all progress and the relative harmony created in the industry for both the union and employers, we must be aware that those reactionary forces which brought the union down in 1935 still exist today. Although not yet a major factor in our industry on this coast, these same forces have created havoc elsewhere by completely destroying some unions and undermining the effectiveness of others. They would relish the opportunity of turning back the clock in this industry.

One simply has to look at the 1981 U.S. Air Traffic Controllers Union (PATCO) which was legislated out of existence by the Reagan administration when they did not immediately return to work when ordered to do so.

Much closer to home the unions in the B.C. construction industry have been badly wounded through provincial labour code changes making affiliation clauses ineffective. No longer can they down tools when non union contractors try to work on a site on which they have jurisdiction. This development has led to cut throat competition between non union contractors who gleefully slash the wages and benefits of their employees and then marginally underbid union contractors while retaining huge profits for themselves.

In a recent issue of the "Journal of Commerce" it was reported that non ILA employers in the Atlantic Gulf Coast have formed an association to "let importers, exporters and steamship lines know they have an alternative to the ILA." This group is in the business of undercutting shipping rates by reducing wages and benefits paid to Gulf Coast longshoremen, which if left unchecked, will result in a total undermining of the ILA contracts there.

Unquestionably the major task before our union today is to build solid defenses against this kind of reactionary onslaught. The strong central structure that the ILWU has built in Canada and the solidarity with longshoremen south of the border will be important weapons in this struggle.

The events in the coming months and years certainly may not be as dramatic as those that occurred in 1935 but they will provide a test of our strength such as we have not seen since that earlier time.



by Dan Cole

Talking Union

Vancouver pension banquet

"A lot of ships were loaded and a good time was had by all" stated Local 500 secretary treasurer Barry Campbell when 288 ILWU pensioners from the Vancouver area gathered at the annual pensioners stag banquet. It was the largest turnout since the event was initiated approximately 20 years ago.

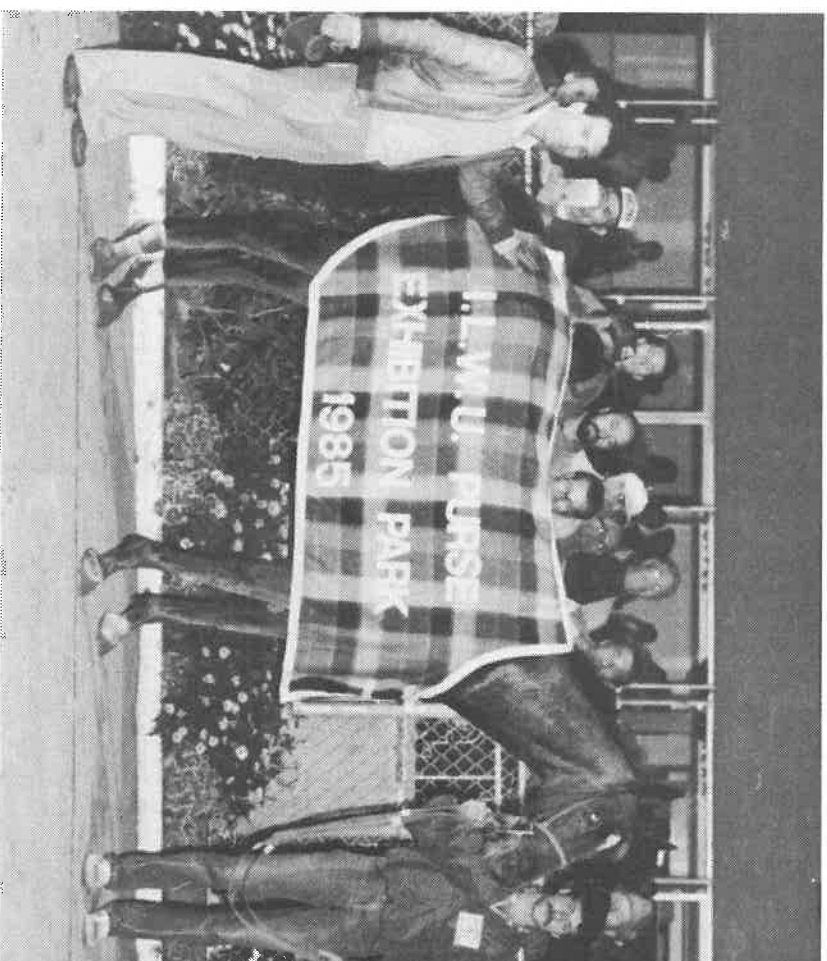
Pensioners Club president Bill "Red" Foster addressed the gathering and offered thanks of behalf of the pensioners organization to host locals 500 and 514.

Local 502

On a solemn note — at the Local meeting on Sept. 18 one minute of silence was held for waterboy Len Johnson. With gangs loading scows, Len was getting water shore-side and fell between ship and dock and drowned.

Local 514

Local 514 President Emeritus, Brother Barney Oliver brought greetings from Brother Bob Peebles to delegates at the recent Foreman's Contract Caucus held in North Vancouver. Brother Peebles, who is a past President of the Canadian Area, is on the mend at home after his recent stroke. Brother Oliver told the delegates that the assistance given to Bob by the Local was much appreciated.



LOCAL NOTES

Longshore Night at the races

"The largest turnout ever" was how attendance was described at the 7th annual "Longshore Night at the Races" held at Exhibition Park by event organizer Bob Green.

"According to race track officials we are now by far the largest group who attend an organized evening." Green continued.

Approximately 300 ILWU members and their guests from the Lower Mainland attended the 7th Annual 'running' of this event which grows more popular with every passing year.

Bill Barbour to Hall of Fame

Long time ILWU local 500 member Bill Barbour, who played on four Mann cup Canadian championship teams with the Vancouver Carlings, was inducted into the Canadian Lacrosse Hall of Fame on Saturday, October 19th.

'River Rats' win title



ILWU Local 502 "River Rats" have won the IWA Baseball League Championship. The team under coach Gordie Thwaites

FIRST ON DECK

CRANE WARNING

Vancouver — Local 500 has come across six ships to date where the crane's turntable at the top of the tower had loose or missing bolts. All ships had different types of cranes.

The latest on August 7, 1985 was the *M.V. Daryama* which was just two years old. The cranes were Haggblunds. Crane #5 had three bolts on the lower part of the turntable ring gear that had dropped down three or four inches. #3 crane had one bolt missing. All crane operation was immediately stopped and the MOT gave a citation to the ship that all cranes slewing ring bolts were to be torqued to the manufacturer's recommendation by properly qualified persons and then recertified before resuming operation.

All topside men should do a quick visual inspection of the ring gear bolts on the turntable of each crane. One telltale sign of bolt movement is when the paint is broken around the head of the bolts. **This inspection procedure is important.** These bolts attach the crane housing to the tower.

If after inspection an unsafe situation is discovered follow this procedure:

1. Stop all use of the equipment.
2. Inform the foreman and call the Union representative.
3. Do not resume equipment operation until repairs and MOT recertification have been confirmed.

Safety

by Steve
Bushell



VIS ACCIDENT STATISTICS OUT

Vancouver Island Stevedoring has sent out accident statistics for 6 months in 1985 to all Locals where their operations are carried out. The statistics deal with accidents which required lost work time for the injured worker while they were employed by VIS. Members should read the 12 page report which shows the time, shift, place, and bodily area of injury for incidents that occurred in the workplace.

Injuries to legs, ankles, fingers, and hands point to slingmen and holdmen being at risk. The statistics also show that Friday morning between 0800 and 1200 hours as being one of the most hazardous periods of the shift.

WCB GETS BAD REPORT

The B.C. Federation of Labour released in August the results of its Inquiry into the Workers' Compensation System in B.C. The 86 page report contains 38 recommendations to improve the functioning of the WCB and the system for compensating workers who are injured or fall ill due to their employment.

As Safety Co-ordinator of the Canadian Area, I was one of the B.C. Fed's safety committee panel members who toured Vancouver Island in March. In April, I made a submission in Vancouver for the ILWU Canadian Area to the B.C. Fed's Public Inquiry into the Workers' Compensation System.

The report makes it clear that the WCB in this province is not working the way it was intended to, or the way it should be.

The report calls upon the B.C. government to:

- Immediately establish a Royal Commission into the Workers' Compensation system.
- Remove WCB Chairman, Walter Flesher.
- Appoint another labour representative as a Commissioner of the WCB.
- Increase employer assessment rates annually to meet the financial requirements of the WCB.
- Guarantee 100% wage replacement to injured or disabled workers (presently workers only receive approximately 75% of their wages.)



Special Report: 1985 L

Container Clause Reviewed

(Editors Note: The issue of container handling in the port of Vancouver was a major concern at the Caucus. This is best reflected in the LCEB Container Report submitted by the Canadian Area Officers. The report was presented on the first day of the Caucus by President Dave Lomas. The highlights of this report are reprinted below.)

"The most major and emotional issue that has faced our Union over the past 15 years is the question of the Container Clause (Article 26.05 of our Collective Agreement).

"In every set of negotiations since 1969/70 when the clause was adopted after being written by the employers, the BCMEA with assistance from their friends have launched major campaigns to change or throw out the Clause.

"The only change to the clause was in our 1979 Collective Agreement when the employer argued that any change in the clause would provide them with a marketing tool to market the ports of B.C. overseas. Personal household goods were exempted from the

would hold up the next Collective Agreement.

6. "To convince the BCMEA that any modification of the clause would have to include guaranteed work opportunity for our members.

7. "To attempt to lay rest the notion that the clause was a major barrier to the movement of containers through B.C. ports.

"It is our opinion that the exercise has been a worthwhile one even though our employers and the new Conservative government would most likely disagree.

"The issue of whether or not the container clause is a barrier to the increased movement of containers is still under debate and in fact the problem may be more perceived than real. In any event the issue will not disappear and we believe that the employers will make it a major issue in these upcoming negotiations."

How the Caucus Works

"The resolutions adopted by the locals and endorsed by the Caucus will set our program and priorities for negotiations that will eventually clear the smoke and produce a collective agreement ensuring our members full employment with decent working conditions.

— From page 1 of the Longshore Contract Executive Board Report.

This quote from one of the reports presented to the 1985 Caucus, gives a clear idea about why the Caucus is held. But what is the structure? Exactly how does it tie in to the locals, the membership and the negotiating committee?

The drive towards a new collective agreement begins at the membership level when resolutions submitted by members are endorsed at local membership meetings and delegates are elected to represent each local at the contract Caucus. This assures that all locals have a chance to submit demands specific to their needs into the contract bargaining process.

When the Caucus meets, the delegates are presented with reports from their elected officers, trustees and committees which often help to focus some of the key issues to be addressed.

This year two issues were highlighted in the executive report:

"It is our belief that among the priorities for a new collective agreement is the Union's long standing drive for full implementation of the '87' formula and a resolution to the discriminatory method of qualification for the M & M should receive high priority.

On the first day of this year's Caucus delegates were divided into three working committees each assigned a number of reports and resolutions. Each committee discusses the issues raised in the resolutions, makes amendments where necessary and finally makes a full report to the Caucus floor. There after all delegates have had a chance to express their views, the issues are voted upon. Following completion of committee work the Caucus then chooses the negotiating committee (in this case the LCEB) and establishes the rules by which they should function.

Resolutions passed by the Caucus are then taken by the LCEB and written in contract language for presentation to the employers.

A subcommittee consisting of the Canadian Area officers meets directly with the employers, as and when directed by the LCEB. The full LCEB may at its discretion be involved in the direct negotiations.

When a tentative agreement is reached the following procedure must be followed for contract ratification:

— The LCEB must be unanimous in any



Bill Kemp — Local 500

recommended settlement before it can go to the Caucus.

— The Caucus must pass the recommendation by 75% before being taken to the membership.

— The membership must approve the terms of settlement by a majority vote by secret ballot.



Canadian Area officers

Foremen Hold Caucus

NORTH VANCOUVER — The Local 514 Contract Caucus held September 25 and 26 was attended by more delegates than ever before in the history of the Local. The boost in delegates was due to both the overall growth in the Local and the need for greater representation in the North.

The twenty delegates deliberated for two very full days and dealt with more than fifty resolutions relating to upcoming contract talks with the Employers. Local 514 negotiators are scheduled to meet with the Waterfront Foremen's Employers Association sometime before the expiry of the present contract on December 31, 1985.

Historical Perspective

The business of the Caucus although focussing on the upcoming contract negotiations also served as a reflection on the past, present and future activities of the Local.

— President Sigurdson, on reviewing the list

Pension:

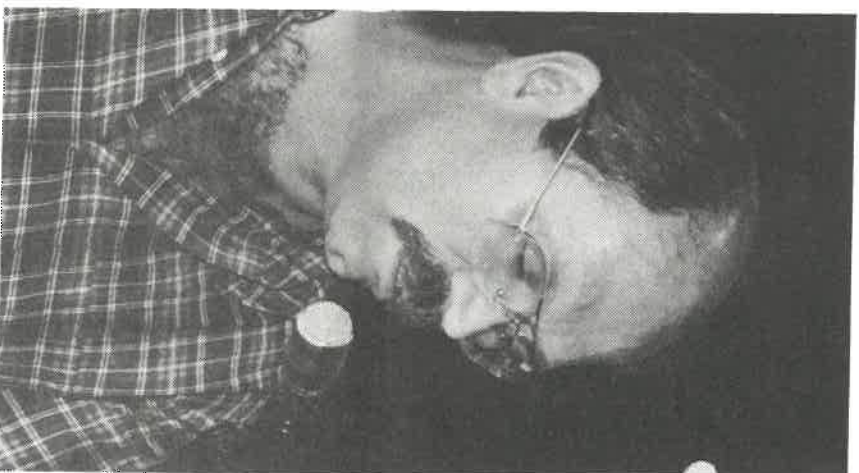
NORTH VANCOUVER — Pension and Welfare improvements were high on the list of issues discussed by the Longshore Caucus delegates. During the two days of committee work, one-third of the delegates focussed their full attention to the sixteen resolution and a comprehensive report dealing with the pension and welfare plans. All of these issues received full debate on the floor of the Caucus over the next two days.

The report of the Pension and Welfare Trustees was presented to the full Caucus by Canadian Area Secretary-Treasurer, Da Cole. The report noted that during the term of the current Collective Agreement from January 1 1982 to December 31 1985, the increase in pension contributions allowing corresponding increase in the basic pension and bridge benefits of more than twenty percent. These benefits have gone from \$17.50 to \$22.00 per year of service.

The Report also announced another improvement:

"The Trustees were also able to implement a long-standing convention policy of an '87 Formula" for retirement. Member who reach age 61 and have attained at least 26 years of pensionable service qualify for full pension and bridge benefits from that age. The benefit is also pro-rated for members below age 61 whose age and service equals 87 upon the date of their retirement.

The long range program is to reduce the qualifying age one year at a time until the formula can be applied to a member at age 55 with a minimum of 32 years' service. The reduction of the age limit will depend a great deal on the number of members who retire under the benefit and the resulting cost to the Pension Plan."



Richard Jones — Local 508

clause and the employers too no advantage of this tool to turn around our port's bad reputation, but in fact continued on their tactic along with the press of bashing the ILWU for refusing to open our ports to containers.

"As a result of the continual barrage of bad publicity and the many studies that have been undertaken on the clause, the Area officers instituted an "In House Container Study" which involved the Locals handling containers and our members who worked the containers on the docks. Documentation was provided by the employers to our members who compiled a vast amount of material that allowed us to monitor the actual container movement on the docks.

"Knowing full well that the container issue would be one of the most contentious issues before this set of negotiations your committee has done all within its power to accomplish or attempt to accomplish the following objectives:

1. "To involve our members who handle the containers (checkers, drivers, etc.) in a study where we could gain the knowledge of the past and future pattern of container movement.
2. "Keep the press, government, etc. off our backs and blunt the attacks of other ports against the ports of B.C.
3. "Convince current container lines to stay in B.C. ports while discussions about the clause were continuing.
4. "Convince new container lines to call at B.C. ports.
5. "Make a genuine attempt to achieve an acceptable resolution to the question before it became the major issue which

of delegates in attendance at the Caucus observed that Max Hurren is the last old-time foreman still active in the affairs of the Local. Max, a past President, now services as a pension trustee. In fact, remarked Brother Sigurdson, most of the other brothers who set up the Local have since retired, died or are now working as stevedoring company superintendents.

Although some of this year's Caucus delegates were not on the waterfront during the long hard battle for certification and the contract benefits won by the Local, Brother Sigurdson noted that they have worked hard and brought new ideas to the floor of the Caucus.

The conclusion of the Caucus came with a full endorsement of the Union program for 1986 as worked out by the delegates. A full report of Caucus business will be made to the October Local 514 membership meetings.

Longshore Contract Caucus



Key Issue

The Report also included a cautionary note to the delegates:

"The Trustees believe it is imperative for the Caucus to review the long-term performance of the Pension Plan and to establish a policy for its future direction. Heavy emphasis on reducing the age of retirement under the '87 Formula' could seriously impair the ability to make basic pension and bridge improvements without substantial increases to the amount negotiated in pension contributions."

For comparison the Trustees noted that the increase necessary to improve the basic pension and bridge benefits by one dollar per month for each year of longshore service roughly equals the cost of reducing the retirement age under the '87 Formula' by one year.

M & M Supplement — All Must Benefit

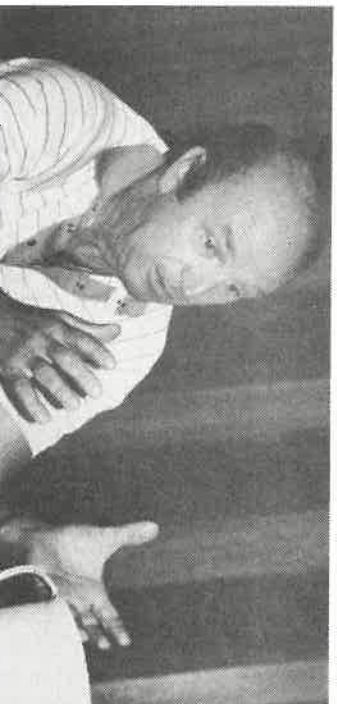
The complicated formula by which some members are either included or excluded from receiving the M & M Supplementary Pension benefit came under close scrutiny in the Trustees' Report:

"The Trustees believe that the time has come to correct the inconsistencies that exist relative to this benefit. Members who joined the Union in some cases only months apart may have a huge difference in the benefits they receive upon retirement."

"A program must be developed to insure that all members receive the benefit fairly and equitably based on their service to the industry rather than the date they happened to become Union members."

The Report noted that although improvements had been made in the M & M since it was first negotiated in the early 1960's (in return for an agreement to co-operate with the introduction of automation to the waterfront) that the Union's attempt to make the benefit available to all members under the same rules had so far been unsuccessful.

The problem was put into focus by the Trustees who pointed out that in 1984 only 61% of the longshore membership were able to gain credit for a year of service under the current stiff entitlement requirements of the M & M Supplement. The delegates' response to this situation was to concur in making an across the board demand to gain M & M benefits for all members under a new formula.



Mike Marino — Vice Pres., Local 500



Don Somerville — Local 500

Non Union Threat Grows

A speech to the Caucus by Jim Herman, International President

"I am pleased with Vice President Rubio to greet this Longshore Caucus.

"This Longshore industry that we're privileged to be in, under the banner of this great union, has had and will continue to have for some time a certain insulation that in large measure removes us from the reality of the world as it is.

"The Union that you belong to is an organization that has as a bedrock the Longshore division, but we also have other divisions of this Union made up of sugar an pineapple workers, warehouse workers, mine workers, hotel workers, and workers in many other industries along the western seaboard.

"Even though they bargain against tremendous odds, in arenas damaged by the deteriorating economy, even though they are confronted with continually unfair competition, those workers have given a colossal accounting of themselves that requires your attention and your enthusiastic support. We are all part of the working class.

"It's not the fault of the longshoremen that they feel they have special strength and special status — that kind of comes with the turf. But we sometimes do not consider or understand the problems of other workers.

"Longshore is indeed a unique industry. It's especially unique on the Pacific seaboard. You have down there, as you have here, true industrial bargaining that underlies the strength of this Longshore division, and in combination with other factors, gives us that concentrated power that enables us to deal so successfully on behalf of a relatively small number of people — beyond what anyone else in our country has.

"...in any society — where the law favours corporations and frustrates trade unions — there's something wrong with those who control the society."

"And so for years, we've enjoyed a lock on jurisdiction. But there are exceptions that threaten us, not at some time in the distant future, but right now. There are forces working in concert with an ugly national administration committed in total to corporate needs, and a clear contempt for what workers need and are entitled to. It manifests itself in our Union now with broadsides against our jurisdiction in the Longshore industry."

"At Ridley Island, for example, the employer served notice on Canadian longshoremen that they were not going to perform that work that is rightfully ours: your Union here pulled out every stop, did not fail to explore every avenue of resolution, but couldn't find one because the circumstances and the times that we live in, do in fact, pit worker against worker. I'm told that they hired party two years unemployed, desperate for a job, and who now cannot be convinced that it's in their interest to join this Union.

"We had a barge, a huge barge that went into Vancouver, Washington at an old industrial dock. They had about 650,000 board feet of lumber and some other cargo. They were going to load it using non-ILWU longshoremen, they had already loaded some construction equipment using the construction workers, primarily the labourers. Until one morning we went down to that dock about 6:00 a.m. with about 1100 people and with band cutters we cut the bands on all of the lumber, threw it all over the dock and left. The company called us and then decided it was a prudent thing if they then hired longshoremen.

"That was a great victory, but a momentary one. The same barge has just left today from behind a secure wire fence at the open-shop Seaway facility in Seattle.

"Down in the south Atlantic, along the south and western Gulf, is another nightmare.



Jim Herman

"In Houston, a Union bastion, there was an old shipyard, Todd Shipyards, that went out of business. A gyppo terminal operator came in there, carved out a piece of that facility, opened up a steel terminal, so that now virtually all of the steel that comes into the Gulf, and that's a lot of steel, and some that otherwise would come into southern California is being handled by non-union longshoremen.

"In Jacksonville, Florida, a traditionally ILA port, approximately 35% of the cargo is non-union. There are new non-union longshore operations in Mobile, Port Canaveral and West Palm Beach, are open-shop ports, and non-ILA workers are handling cargo bound for the Caribbean. It's got to the point where the non-union stevedore companies have announced that they will create a non-union association in the South Atlantic and Gulf Coast.

"It's partly our fault. When the PATCO strikers were put out of business by presidential edict, the American labour movement rolled over and did nothing whatsoever to protest it, they were writing their own obituary. The ILWU communicated with the AFL-CIO. We requested and we pledged total support for the proposition that every single worker who carried a union book in his pocket should be asked to take one day off to protest the rape of this Union.

"...the guy who is eating out of the lunch box of both the employer and the union worker is the non-union pirate..."

"The effort to undermine and destroy the Union is underway. At this moment, our enemy is not our employer. Our enemy is the same enemy of our employer. It's that chintzy, cheapo operation that wants to come into business undercutting wages, conditions and benefits that our employers are prepared, at least for now, to maintain. But if our employer is confronted with competition that runs him out of business, it won't be long before they join hands.

"At the moment, we are married to those employers with whom we have a contract and who keep faith with the contract. We're married to those employers with whom we quarrel and who you will be quarreling with starting at the beginning of October, because they do not have an appetite to destroy the Union. But the guy who is eating out of the lunchbox of both the employer and the Union worker is the non-union pirate who has the advantage of a work force so desperate for jobs, that it's tough to even begin organizing.

"Without a doubt, we're going to survive, not without new and different kinds of struggles. I wanted to alert you though to this particular problem, because the fact of the matter is that jurisdiction is the centerpiece of a union contract. It is the heart and soul of collective bargaining. Jurisdiction is your vested right to a job in an industry under conditions that are uniform. That is the most important commodity in a collective agreement, and when the erosion begins, then we had all better take note of it.

"Our total solidarity, and unity, has to be emphasized now more than ever, because I can see on the horizon the value of our close association. As the International President, I am proud that this division, this integral part of the ILWU, can be counted on equally to do whatever it takes to see to it that our Union survives and moves forward.



Don Garcia, former Canadian Area President was elected the new Pension and Welfare Trustee, replacing Frank Kennedy.

Pension reform — Only budget bright spot

Ottawa — Pension reform, announced as part of the Conservative Government Budget, seems to be the only apparent bright spot in this otherwise disastrous document. Taxes will be raised for ordinary Canadians while such measures as the abolition of capital gains taxes will help only the wealthy. The Mulroney promise of jobs has proven to be worth less than the campaign paper it was printed

on, and cuts of 15,000 public sector jobs are now being "promised" by the Conservative Government in Ottawa.

The proposal to amend the Pension Benefits (Standards) Act, under which all private pension plans for workers covered by the Federal Labour Code operate, is the one area where Ottawa is actually proposing

some long overdue improvements to the Pension system.

The broad concept being projected is to make private pension plans more flexible and to allow easier access to them for a greater percentage of the work force. The proposed changes will also provide automatic benefits for spouses and survivors of plan members.

In brief, the changes would be as follows: **Vesting** — change from the present 10 years at age 45, to 2 years at any age.

Portability — on leaving his employe before retirement, an employe may choose to leave his vested pension in the former plan as a deferred benefit or transfer it to a new employer's plan or to locked in RRSP.

Eligibility — full-time employes will be allowed to join the plan after 2 years of service and part-time employes who have earned 35% of the yearly maximum pensionable earnings under the Canada Pension Plan in 2 consecutive years will also be allowed to join.

Early Retirement — the election of early retirement after age 55.

Survivor's Benefit — automatic pension, not less than 60% paid to a surviving spouse after a plan member's death.

Marriage Breakdown — the equal splitting of pension credits or pension payments which have been accrued during the period of a marriage or commonlaw relationship in the event such a relationship breaks down.

These proposed changes which will deal with by Parliament this fall are improvements in the conditions of the Pension Benefits (Standards) Act which has been in force since 1967.

They would provide easier access to pension plans for workers and allow individual to transfer pension credits in a between pension plans. This is highly desirable in a time of high unemployment where workers find themselves in many different jobs during their working lives. Individuals would be able to build better pensions and would no longer be bound to a single employer to ensure a decent pension in their retirement.

The introduction of automatic survivor benefits is also long overdue and would provide justice for many non-working spouses who in fact make real and meaningful contributions in assisting a plan member build pension benefits over the years.

The courts have long held that in the event of marriage breakdown, the splitting of pensions and pension credits is a reasonable proposition and this will now be framed in law.

The legislation is a long overdue proposition in the struggle to mold a flexible private pension system which will allow the participation of the greatest number of workers possible.

Changes not Universal

Unfortunately, the private pension system in Canada covers only 40% of the total work force, and the legislation in question covers only those employes in the federal sphere. In order to make the benefits of such change universal, provincial legislation would have to be amended accordingly, and in fact brought into force in provinces like British Columbia where it does not exist at all.

The proposed new legislation, which definitely an improvement in what has existed in the past, underlines the huge task which faces the labour movement in building an adequate pension system both private and public which will meet the retirement needs of all Canadians.

NEW BOOK TAKES ON TORY BUDGET



The Centre for Socialist Education has announced the publication of a new book by Ben Swankey titled "The Tory Budget, the Corporate Plan to Restructure Canada, and How the System Really Works." Swankey's last book, "The Fraser Institute", went through two printings in four months.

In his new book, Swankey explains how the extreme right wing policies, first advocated by the Fraser Institute, are now being openly advocated by the organizations of big business and being adopted by the Mulroney government.

"The Tory Budget" covers a wide range of subjects of concern to trade unionists. It deals with:

- The Tory federal budget of May, 1985.
- Free trade, deregulation, privatization, foreign ownership, the deficit, the attack on trade unions, social programs and incomes.
- How the "free enterprise" system has



First retirement under '87' formula

Vancouver — Local 500 members Sid Finnigan and Bill Rollins became the first members to retire under the modified '87 Formula which provides full retirement benefits for members at age 61 with at least 26 years of service.

Brother Finnigan who retired August 1, 1985 with 36 years of service stated, "I had quite a serious leg and back injury back in the early 1960's, and I was having trouble handling the job I had in the lines category. It was nice to be able to take early retirement without a reduction in my pension."

Brother Rollins who retired on September 1st after 29 years of service stated, "I've worked since I was 16 and I felt that since my health was still good, this was a good time to retire and enjoy myself while I'm still fairly young."

The '87 Formula was introduced on July 1st 1985 with the long-range plan of reducing the qualifying age one year at a time until the Formula can be applied to a member at age 55 with a minimum of 32 years' service.

RRSP limit reduced

Ottawa — A proposal in the Conservative Government Budget will reduce the contribution limit of members of all defined benefit pension plans such as those covering Foremen and Longshoremen from the present \$3,500 to \$2,000. The change will seriously hamper our members in using the tax deferral provisions of RRSP's to build pension income to augment that received from ILWU plans.

The avowed intention of the government in proposing these changes is to eliminate the disparity which exists between the deductible contribution limit for money purchase plans, and that available for members of defined benefit pension plans. However this difference only exists among the very few pension plans that, when combined with Old Age Security and CPP, pay benefits close to a worker's final earnings.

The erroneous assumption is that members of defined benefit plans do not require tax deferral assistance to build supplementary pension income. However, they did not take into consideration that a large number of defined benefit pension plans covering thousands of workers provide relatively modest benefits, and RRSP's are the only vehicle available to them to augment their pension incomes.

The ILWU, along with a number of other unions covered by this type of pension plan, lobbied the Minister of Finance and the Conservative Govern-

ment in an attempt to have the proposal changed before it could be enacted in legislation.

Our protest seems to have met with at least partial success, with the Minister of Finance recognizing that a serious problem had been created for many members of this type of pension plan.

His response gave the green light for the establishment of a money purchase pension plan to operate parallel to the existing ILWU defined benefit plans and provide similar tax deferral provisions to that of an RRSP. Under the revised proposals total contributions would be limited to 18% of annual earnings with a contribution ceiling of \$7,500 in 1986. This limit would go up in stages to a maximum of \$15,500 in 1990.

The 18% rule would apply to all contributions respecting an individual's pension, including employer's contribution to a defined benefit plan on his behalf, up to \$2,000 in RRSP, and the balance up to the maximum to a separate registered pension plan.

The exact details of how the new system will work will not be known until the matter is dealt with by Parliament. The Union will continue to monitor the situation and will be taking whatever action is necessary to ensure that ILWU members with defined benefit pension plans continue to have a vehicle by which tax deductible contributions can be made towards building supplementary pension income.

Pension & Welfare News

Faster repayment for dental claims

The Trustees of the Longshore Welfare Plan believe that many members and their

Pension

Congratulations

Jan. '84 — Oct. '85

VANCOUVER

Vic Dixon (vested), Robert Pelz, Eugene Feist (vested), Collin Laimier, Gordon Westrand,

Olive Watson, Lorne Dale, Ernie Rudzins, Stan Davies, Roy English, Robert Oliver, Roy Astells, Les Newman, Giuseppe Padliarosa, Rollee Moreau, George A. Looz, Charlie Howes, Ture Frost, Bill Burkie, Matt Sovio, George Sutton, Jim Vandort, Lloyd Greene, Lou Batistrel, Frank Jones, Nick (Thadeous) Nicholson, Peter (Takakazu) Yamada, Ed Kent, George Herrington, Bernard Kennelly, Jacob Ritzo, Don Stepeny, Vic Owsianski, Bill Julian, Ivan Hewstam, Alfred Forsyth,

Ewert Staadwine, Marcel Bro, Jim Wager, Eugene Gagne, Peter Krahn, Stefan Trojancowski, Gwyn Williams, Roy Bethune, Steve Checkaluk, Ralph Smith, Grant Hygaard, Mike Minchuk, Joe Materi, Cliff McWilliams, Seven Klasnja, Gordon Bateson, Ernie Dale, Joe Corcoran, Frank Lendvoy, Fred Senior, Charlie Wilson, Tom Robinson, Roy Englof, Charlie Jamieson, Gilbert Smith, Jack Etchells, Wilfred Symons, Bill Carrigan, Jim Guiridge, Neis Anderson (vested), Terry Richards, Aladino Berti, Larry Stanton, Art Smith, Herb Laary, Pete Higginbottom, Paul Foucher, John Urquhart, George Radford, Glen Swannie, Wolle Levine, Don Horn, Henry Keam, Norm Thomson, Murdoch Campbell, John Downie, Norm Lehman, Francesco Massullo, Harry Ponsart, Dan Frisenthwaite, Art Heth, John Sawzenko, Lorne Wells, Lloyd Jackson, Kurt Liedtke, Bill Loeffler, Stan Dyker, Ken Jessiman, Sid Finnigan, Rudolph Wagner, John Bolton, John Longworth, Cyril Ferancik, Bill Rollins, John Hyland (vested), Joe Magee, Bob Findlay, Reginald Jackson, John Wilson

families may not be obtaining adequate dental care due to the time it has taken in the past to obtain reimbursement and therefore are working on a system to cut in half the turn-around time for claims processing. Plan members must still have their dental work performed first, pay for it, and then submit a claim to the Welfare Plan for reimbursement. This procedure in the past could have taken anywhere from two to seven weeks depending on the work load at the time, and the work required by the administrative staff in obtaining further information respecting a claim.

The new system, which should be in place within the next few months should mean a claims processing time of two to three weeks, and will mean a minimum of inconvenience for participating members if the correct steps are taken in filing a claim.

— If work being performed is extensive or if it

requires major restorative work, then a treatment plan must be submitted for approval.

— The plan will return the dentist's proposal to the member advising if the services being performed are covered by the plan. — Members may then proceed to have the dental services performed. — Once complete, the member pays the dentist and submits the receipt attached to a completed dental claim form. — The Welfare Plan office will then process the claim and mail a cheque for reimbursement to the member.

The Dental Plan provides 100% coverage for dependent children up to their nineteenth birthday and 75% for members and spouses. Orthodontics is covered to 50% of a maximum of \$3,000.

Payment is made in accordance with the C.U.&C fee schedule.

NOTICE:

Group Life Insurance — change of carrier

The Longshore Group Life Insurance which provides \$50,000 benefit for members on "A" Coverage, and \$25,000 for those on "B" Coverage has been moved from the National Life Insurance Company to Confederation Life of Canada.

The change was ordered after the Trustees had requested quotes from a number of life insurance companies which resulted in Confederation Life providing the best offer. Members will be receiving a "Confirmation

Welfare gains made in last agreement

A report presented to the 1985 Longshore caucus included the following list of improvements implemented during the life of the current collective agreement.

- Life Insurance was increased from \$25,000 to \$50,000 for members on "A" coverage, and from \$12,500 to \$25,000 for those on "B" coverage.
- Weekly Indemnity coverage was increased from \$231 to \$276.

DECEASED ACTIVE MEMBERS

Jan. '84 — Oct. '85

VANCOUVER

Kenneth Grover, 51, Mar. '84; Joe Creтели, 38, Apr. '84; Oliver Rodgers, 61, May '84; Ivan Shinkaruk, 60, July '84; Raymond Cameron, 55, Sept. '84; Walter Hedrick, 64, Sept. '84; Larry Kuznetsov, 46, Oct. '84; Bruno Sandri, 58, Oct. '84; Hugh Campbell, 62, Dec. '84; Albert Gill, 48, Jan. '85; Raymond Hayter, 60, Feb. '85; Steve Berladyn, 60, Feb. '85; Jean Lafreniere, 63, Mar. '85; Kevin Lebrun, 25, May '85; Oliver Plunkett, 30, June '85; William McLaughlin, 53, July '85; Donald Hockman, 54, July '85; Milan Lukic, 55, Oct. '85

NEW WESTMINSTER

Arthur Cochrane, 64, Mar. '84; Emil Olala, 58, May '84; Ronald Bull, 62, Sept. '84; Robert Nugent, 31, Oct. '84; Elmer Pederson, 52, Dec. '84; Herman Chrysler, 58, Apr. '85; Leonard Johnson, 58, Aug. '85

PORT ALBERNI

John Lozza, 58, Mar. '85; Conrad Lloyd, 52, Apr. '85

VICTORIA

Dennis McKay, 42, Sept. '84; William Bamford, 52, Feb. '85

CHEMAINUS

John A. Russel, 62, Mar. '84; Victor Fransen, 61, July '84

Letters

Members, Canadian Area, B.C.

On September 15th, 1984, I was appointed the Co-ordinator of the Employee Assistance Program based in Vancouver, B.C. Although the response has been favorable I feel that many of our members are misinformed or even unaware that this Program even exists.

The Program deals not only with alcoholism and drug addiction on the job, it also offers assistance in all other areas of life for you and YOUR FAMILY. Some examples are debts, mental health, lawyers and courts, and many more that you may deem a problem and do not know what to do about it. Although I am not a doctor or lawyer I know who and where the best help is.

Alcoholism and/or drug addiction is not a social stigma but rather a disease that can be arrested. The only shame is if you do nothing about the problem.

Let the Program help you lead a happy and productive life.

Chemical dependency is FATAL.

Thanks.

Bill Bloor

Co-ordinator
Employee Assistance Program
(604) 254-7911

Dear Sir,

Would you please extend, on my behalf, my most grateful thanks to the membership of the ILWU for the scholarship which I recently won. In these tough economic times it is hard to afford the high price of an education and money such as this is deeply appreciated.

Many thanks again.

Ed Joss

Editor's Note: Similar letters were received from all scholarship recipients but space did not permit them to be printed.

Letters to the Editor are welcomed and should be sent to:

Waterfront News
111 Victoria Drive, Suite #110,
Vancouver, B.C.
V5L 4C4

Letters should contain the name and address of the writer.

Waterfront News is published Quarterly with the deadline for submissions for the next issue December 15, 1985.

IN MEMORY

DECEASED PENSIONERS

Jan. '84 — Oct. '85

VANCOUVER

Eric Taylor, Jan. '84; Thomas Borrowman, Jan. '84; Walter Workman, Feb. '84; Norman Morris, Feb. '84; Alfred Jacobs, Mar. '84; Alexander Mackay, Mar. '84; Emil Stock, Mar. '84; Charles Walker, Apr. '84; Michael Machines, Apr. '84; Kay Larsen, June '84; Donald David, July '84; Robert Spear, July '84; Hank Questroo, July '84; Murvyn Hay, July '84; Charles Webb, July '84; Victor Hayman, Aug. '84; Geno Bianco, Aug. '84; Samuel Engler, Aug. '84; Sidney Read, Sept. '84; Frank Day, Sept. '84; John Watson, Sept. '84; William Passey, Oct. '84; William Sutherland, Nov. '84; Stanley Mitchell, Nov. '84; John McGeechan, Dec. '84; James Williamson, Dec. '84; William Doyle, Jan. '85; Eric Ericsson, Jan. '85; William Robinson, Feb. '85; Raymond Hayter, Feb. '85; Leonard Ramsey, Feb. '85; George Gillespie, Feb. '85; Oscar Halverson, Feb. '85; Michele Gasparto, Feb. '85; Alexander Machintosh, Feb. '85; Alfred Nichols, Mar. '85; John Brunt, Mar. '85; William Miller, Apr. '85; Earl McConnell, Apr. '85; Douglas Stryan, Apr. '85; Roy Beal, Apr. '85; George Sutton, Apr. '85; Oscar Larson, Apr. '85; Michele Lazazera, May '85; Patrick O'Shea, May '85; Sidney Hart, May '85; Archie Harwood, May '85; John Hamilton, May '85; Frederick Rhind, June '85; Wladyslaw Zygmunt, June '85; James Greer, July '85; Alexander Poulin, July '85; Roland Stroup, Aug. '85; Walter Olson, Aug. '85

Feb. '84; Rowland Coombe, Feb. '84; Gilbert Hallam, Apr. '84; William Jalbert, Apr. '84; Cornelius Lagace, Sept. '84; Einar Hagen, Oct. '84; Oct. '84; Robert Cornes, Dec. '84; Keith Petrie, Dec. '84; Stener Stenersen, Feb. '85; Frederick Hunt, Feb. '85; Thomas Lidow, Apr. '85; Peter Griffin, July '85; Alec Prestupa, July '85; Frederick Stoner, Aug. '85

PORT ALBERNI

Ernest Ward, Dec. '84; George Kootnekoft, Dec. '84; Edward Byrne, May '85; Charles St. Claire, Sept. '85

VICTORIA

George Forster, Mar. '84; Walter Ralph, July '84; John Laham, July '84; Aug. '84; Archibald Campbell, Oct. '84; Glen Harrigan, Dec. '84; William Mansson, Jan. '85; Gordon Richards, Jan. '85; Samuel Crawford, Apr. '85

CHEMAINUS

Thomas Crouch, Apr. '84; Patrick Charlie, July '84; Johnny August, Oct. '84; Fred Lewis, Nov. '84; Paul Foucher, Aug. '85

LOCAL 514

DECEASED ACTIVE MEMBERS

Ken Carlsten, 46, Sept. '84; Harry Bietbey, 58, Nov. '84; John Somland, 53, Dec. '84

LOCAL 514

DECEASED PENSIONERS

Robert Brotherton, Nov. '84; John Kruger, Feb. '85

NEW WESTMINSTER

Woodburn Burton, Jacob Mamm, Maurice LHeureux, Klass Slootweg, Oscar Johanneson (vested), Henry Filiatrault, Joe Therrien (vested), Mike Sandes (vested), Carl Wallin, Joe Nahuliak, Tommod Larson, Alfred Ashton, Joe Audet, Walter Scott, John Austin (vested), Glen Nolt, Bill Ross, Roy Walhovd, Adolph Berner, Charles Letourneau, Ed Frick, Robert Gibson

PORT ALBERNI

Bill Passmore, Art Dornian, John Larson, Ferdinand Kuhn, Everett Biggs, Harold Seymour, Joe Spanbauer, Joe Schwarz

VICTORIA

Lashman Takhar
Francis Mahoney, Gurdawe Johal, Ken Clark

PRINCE RUPERT

Alfred Waxweiler, Len Calway, Terry O'Flaherty

CHEMAINUS

Bill Gilmour, George Butler, Cyril Watkins, Alexander Brown, Harry Nicholls, Richard Peffers, Herman Gibson, Charlie Herring, Bernard Gauthier, Klas Johnson, Leslie Knight, Bill Seward, George Copp, Guy Francoeur, Ed Williams (vested)

LOCAL 514

G.H. Tett, H.L. Fraser, G.G. Allen, D.J. Kennedy, G.A. Klassen, J. Delaney, J. Stogren, J. O'Neil, A.F. Kotowich, W.H. Goold, H.R. Cameron, B.G. Mills, W.C. Hardie, J.S. Bartley, L.J. Phillips, S.R. Johnson, G.I. Brown, R. Armstrong

Not working in B.C. — CONSTRUCTION

Tomorrow morning across B.C., 8,000 skilled union carpenters will not be going to work. For them it will be nothing out of the ordinary. Many have had to face unemployment now every morning for more than three years.

The construction industry in B.C. is in a shambles. Housing starts, a common indicator of construction activity, last year were the lowest in 22 years. Overall, construction jobs in B.C. have been disappearing at an alarming rate. According to Statistics Canada between 1981 and 1984 more than 34,000 construction jobs were lost.

"The effect of unemployment is disastrous," says Bill Zander, President of B.C.'s largest construction union, the Carpenters. "It becomes a living nightmare for many people who see no future. They often talk about when they get a job, will they be able to handle it, have they forgotten how use the tools? These are damn good carpenters who have completed their trades training and been on the job for years. They lose their confidence."

Zander notes that the personal tragedy of unemployment is well documented in a report by the Canadian Mental Health Association (see story below). He points out that many of the factors which have made the B.C. unemployment problem so severe can be traced back to the Social Credit government in Victoria.

"It's been magnified and made a hell of a lot worse here, because after the general economic depression and the cutback in construction activity after 1981, the government quickly saw that they had the opportunity to jam it to unemployed people by creating the right-to-work environ-



Unemployment is dangerous to your health Prolonged unemployment has serious negative consequences on the lives of workers. The unemployed often wrongly blame themselves and the resulting social costs are high.

Statistics hide the personal tragedy of unemployment. Individuals and families pay the price for economic mismanagement. Unemployment induces insecurity and anxiety. Being without a job is an extremely frustrating experience.

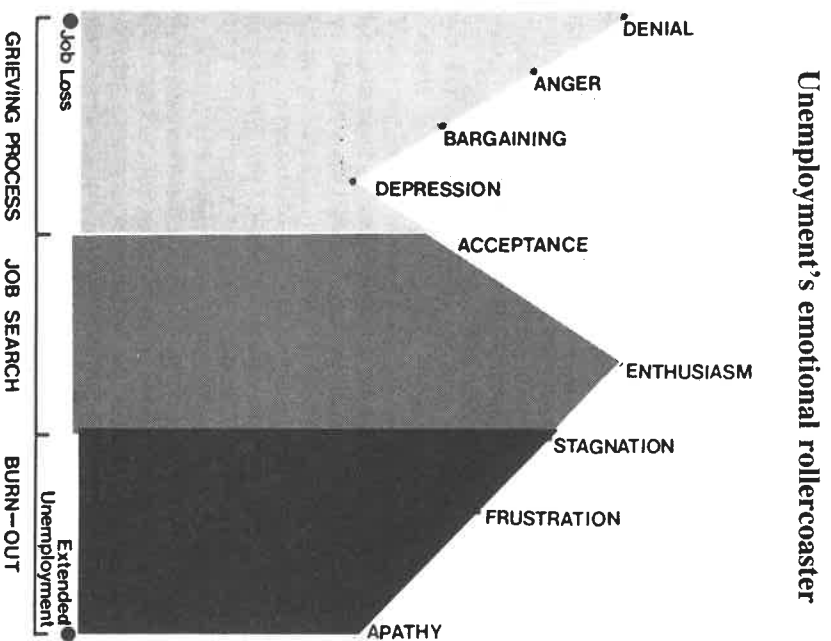
The unemployed experience a sense of powerlessness. In a market economy a job all too often defines a person's existence, status and self-worth. Unemployment destroys a person's sense of confidence.

The tragedy of unemployment is that individuals tend to blame themselves for being unemployed. Those who become unemployed often feel a sense of personal inadequacy, guilt and grief at their job loss.

Workers tend to blame themselves for their situation, rather than the economic policies of government and the lack of rational economic planning. Unemployment is viewed as an individual failure, rather than a social problem. Society in turn blames the victim.

The Canadian Mental Health Association in a recent report, *Unemployment: Its Impact on Body and Soul* (1983), documents the emotional and psychological reaction of people to being without a job.

These data indicate that the unemployed pass through a series of phases in response to their situation. An unem-



played person goes through this psychological cycle within a very brief four-month period. After that time most people lapse into apathy.

This has implications for organizing the unemployed. Similarly, computerized UI report cards mailed directly to people's homes and entertainment such as TV, atomize people and make it difficult to muster a collective response to unemployment.

The hidden injuries

The personal, family and social effects of unemployment are severe. There is a considerable body of research which indicates that families with unemployed household heads are twice as likely to experience divorce. *The Children's Aid Society of Metro Toronto reported in the late 1970s that nearly 70% of its cases involved families where the head of the household was unemployed.*

In families where unemployment is chronic, child poverty and long-term psychological problems result. Recent British and American studies suggest that psychological problems experienced by children of the chronically unemployed during the Depression did not surface until seven to 15 years later.

Self-destructive and aggressive behaviour are often related to unemployment. According to the Toronto General Hospital's Suicide Crisis Centre, 42% of those who attempted suicide were unemployed. One Ontario police force reported that 38% of apprehended rapists were unemployed.

The internalization of failure by individuals as a result of unemployment manifests itself as an apathy-aggression response.

The social costs

Determining the total socio-economic cost of unemployment is one way in which to evaluate current economic policies within the framework of a cost/benefit analysis. Such an approach permits an assessment of public policy priorities.

There is a measurable causal relationship, and cost, between unemployment and mortality, suicides, family breakdowns, alcoholism, violent crime, juvenile delinquency, cardiovascular disease, and mental hospital and prison admissions.

The individual experience of unemployment, as Dr. Harvey Brenner of Johns Hopkins University has established using sophisticated statistical techniques, is in fact a social cost. There is a demonstrable relationship between psychological stress, as a result of unemployment, and mortality (death) and morbidity (illness) rates.

Brenner's work indicates that those who have experienced long-term unemployment are at medical risk for two to three years after being unemployed. *Unemployment is a killer.*

The total social and economic costs of unemployment in Canada as of 1982 are conservatively estimated to be in the order of \$78 billion. A detailed social cost accounting appears in the table at the end.

This global cost of unemployment represents the

ment with the Kerkoffs and the rest of them; and, to cut back on the union jobs and take advantage of the desperation of the unemployed trade union members."

According to Zender the government operates this way: Public construction bids are "opened" to non-union contractors who bid at a rate just under that bid by a union company. Then the government turns a blind eye to what those non-union companies pay their workers. "Non-union bids have consistently come in maybe 1 or 2 percent below the union bids, and yet they (the non-union companies) pay their workers from 25 to 60 percent of the union rate."

The Carpenters' Union along with the other construction trades have tried for some time now to have governments follow a 'fair wage policy' so that all contractors would be bidding on close to an equal footing, and construction workers would be protected from unscrupulous employers. Their efforts so far have seen only limited success.

The federal government who has a fair wage law, rarely enforces it. The provincial government has refused to enact fair wage legislation claiming that such a move would interfere with 'free enterprise'. Only at the municipal level, in Vancouver, has a fair wage policy actually been put into practice, and even now that policy is facing a court challenge by a group of 'right-to-work' contractors.

In the past few years construction completed by unionized workers has dropped from 75% of all B.C. construction to less than 50%. Bill Zander sees only one way for things to get better: "In order for things to change there has to be a different direction in the economy, in effect another social order. Otherwise unemployment will continue to rise and construction is going to drop."

Zander cautions that although construction may be the industry hit the hardest by anti-union forces right now, it won't stay that way for long.

"The people we're facing in the construction industry and who are devastating us at this point in time, are the same damn people that everybody else in this province are facing. And they're out to do us (the unions) in."

economic costs of unemployment, such as lost production and foregone wages, lost revenue to government, UI payments, and the social costs of individual unemployment stress-related indicators.

The socio-economic cost of unemployment arrived at here must be viewed as a conservative estimate, due to measurement problems.

In order to place the socio-economic cost of unemployment in a public policy perspective, some comparative orders of magnitude and indicators are required. *The \$78 billion total cost of unemployment is equivalent to 22% of gross national product (GNP) and is nearly three times greater than the 1982-83 federal deficit.*

Such a perspective clearly poses the issue of national economic priorities: a deficit obsession or a full-employment policy?

The total socio-economic costs of unemployment are staggering, reflecting the glaring misallocation and waste of human and physical resources as a result of gross economic mismanagement.

When the costs of unemployment are fully comprehended, perhaps the anguished cry of Larry Meath, the hero of Walter Greenwood's classic *Love on the Dole*, will be understood: "Unemployment can and does reduce most honest working folk to pauperdom . . . this existence is what is fobbed off on . . . us as life."

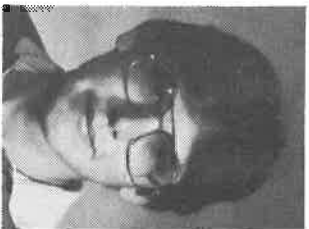
Today, for millions of unemployed people the only relevant demand is: *A Full-Employment Policy Now!*

—Richard Deaton
"The Facts"
Canadian Union of Public Employees

TABLE 1
Estimated social cost accounting of unemployment in Canada, year-end 1982

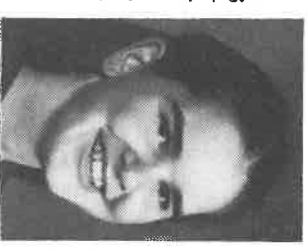
Item	Socio-Economic Cost of Unemployment (\$ Billion)
Lost Production	\$41.0
Lost Earnings	8.9
UI Benefit Payments	8.1
Social Cost of Unemployment —	
Related Stress Indicators	7.4
Lost Tax Revenue to Government	7.4
Social Welfare	2.8
Lost Education and Training	
Depreciation of Human Capital	2.7
Total Socio-Economic Cost of Unemployment:	\$78.3 billion
Socio-Economic Cost of Unemployment as a % of GNP:	22.0%
Socio-Economic Cost of Unemployment as % of the Federal Deficit:	198%

Christopher Aslin; \$500 Entrance Scholarship; Frank Hurt High School, Surrey; son of Lawrence Aslin (Local 500, Van.).



1985 ILWU SCHOLARSHIP AWARDS

Grace Schowalter; \$500 Entrance Scholarship; John Oliver High; Vancouver; daughter of Hans Schowalter (Local 517, Van.).



John Bell; \$400 Voc. School Scholarship; New Westminster Senior Secondary, N.W.; son of J. Bell (Local 502, New West.).



Dan Effa; \$350 Undergraduate Scholarship; Claremont Secondary School, Victoria; son of retired member Otto Effa (Local 504, Victoria).



Edward Joss; \$350 Undergraduate Scholarship; Alpha Secondary School, Burnaby; son of Ed Joss (Local 500, Van.).



John Westra; \$500 Entrance Scholarship; Kwakwaka Secondary School; son of Karel Westra (Local 503, Port Alberni).



Leslie Klingensmith; \$350 Thomas P. Mayes Scholarship; Handsworth Secondary, North Vancouver; daughter of Fred Klingensmith (Local 500, Van.).



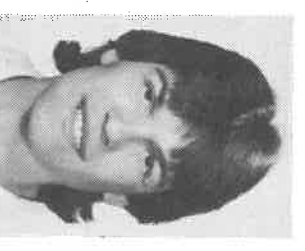
James Elder; \$350 Undergraduate Scholarship; Cariboo Hill, Burnaby; son of Harvey Elder (Local 502, N. West.).



Linda Moen; \$400 Voc. School Scholarship; Alberni District Secondary School; daughter of Keith Moen (Local 503, Port Alberni).



Joseph Crivici; \$500 Entrance Scholarship; Alpha Secondary School, Burnaby; son of Joe Crivici (Local 500, Van.).



MEMBER PROFILE: Chairman of the Board

Interview by H.H. Smith (HS) with Gordon Westrand (GW) Local 500 Member and Coquitlam School Board Chairman

HS — How did you first get involved in your local area politics?

GW — In 1982, with restraint hitting nearly every segment of education, I took a big interest in the budgetary problems the school board was having and recognized at that time that children with learning disabilities were going to be running into problems with the funding of their programmes. Later on I became a spokesman and an advocate for several groups, seeking information in regards to budgets, and I actually became a bit of an expert on budgets.

HS — So you got involved at the community group level first.

GW — Yes, basically I guess with the Union training I became comfortable as a spokesman.

HS — When did you actually get elected to the school board in Coquitlam?

GW — 2 years ago in the fall of 83.

HS — You mention that your trade union experience helped you when you were speaking out publicly. did it help you in other ways?

GW — Well, I think that one of the big things is being able to filter the main issues out of complicated issues. For instance, the funding of education, it's a very complicated argument, but there are only two main issues. Should it be the resident homeowner, or should the major part of the funds come from general revenue.

HS — I guess you'd see that part of the general revenue would come from the larger businesses.

GW — Yes. I guess it comes down to the fact that you see large organizations, such as the mining industry, paying a large school tax whenever they're in production, and then you see Gas companies in this province paying no taxes at all, never mind school taxes. I guess the biggest problem with businesses is, there are some businesses paying their proper share and there are other businesses living off the backs of the working public. These businesses contribute nothing to this province, and nothing to the society that we live in.

HS — Trade Unions have traditionally had quite a few run-ins with the Social Credit Government, and it seems that the school boards were accused of confrontational tactics, as if the school boards wanted the confrontation. What do you think about that?



GW — Well, the problem is you have a confrontational government, and the only thing they seem to respond to is polls or confrontation. We as the board, with an agreement from one of our MLAs, tried to negotiate quietly with the government on our maintenance budget, and at the end of six months we were flatly turned down.

Unfortunately, with this government, they want either two types of boards — compliance boards which will do exactly what they're told, or they want to deal with confrontational boards. By having these boards always fighting with the government, they can sit back and say, "Well, there you go. Those damn crazy socialists again are acting up, and you shouldn't listen to them because they are trying to cause a fight again to win the next election." So, that's the kind of board I'm on. I'm on a board that won't take the garbage they're handing out.

HS — How did you become chairman of the board?

GW — During the compliance budget debate, when all the ruckus was going on in the Province, the chairman of the board was a lawyer, and he felt that by not complying, he was breaking the law, and yet he felt he couldn't comply, so he decided it was better to resign than to go against his conscience. After the whole debate, the board was looking for a non-complying trustee as chairman and they elected me.

HS — Now some people would think that it's unusual, the combination of being a longshoreman and a chairman of a school board. Have people responded in that way?

GW — Yes, several people felt when I was elected that it was a kind of coming down of status for the schoolboard to go from a chairman who was a lawyer to a longshoreman. But if you actually look at what a schoolboard is supposed to be, it's supposed to be an elected body of laymen making decisions on how the public want their school system to work, how their taxes are to be spent. If you're a competent longshoreman and you know the issues, why shouldn't you be chairman?

We have an individual who I don't think runs his country very well, who was an actor. He's just a showman — Ronald Reagan.

We have Bill Bennett, who I don't think runs this Province very well. Maybe I shouldn't bring it up, but he has a Grade 11 education. He's a dropout, and his previous profession was running a hardware store. His Daddy's hardware store. So, no I don't see any problems with being a longshoreman running the school district.

HS — Would you urge other trade unionists to get involved in politics at a local level, at a community level?

GW — I can always remember a friend of mine saying to me after the last elec-

tion, he says "We've been defeated, but I don't feel so bad. All that we had were just teachers and lawyers running for the NDP. The people that speak for me usually are working class people. They understand my problems because that's where they come from." If we don't get interested in municipal politics, if we don't get interested in local issues, then we will never go beyond the areas we're in already. You can't take issues and work to develop them from a working man's concept of how they should be dealt with unless we take the first steps and start taking "political control" of all levels of government.

HS — Well, as someone who has taken the initial step, do you have some pointers for other people who are involved in their Union, and would be interested in getting involved in their local community.

GW — First of all you've got to find out exactly the time commitment you are going to take, then make sure your family is aware of that time commitment. Then, the next step after that is to decide what areas you want to get involved in in your own community. Then one of the big things you've got to do is you've got to go out and find those groups in the community that have common interests with you. No matter what political stripe they are. And that's sometimes hard.

HS — Is there a lesson for Unions about maintaining contact with community groups and issues they're involved in?

GW — They should, as far as I'm concerned, be going in more for the municipal, provincial and federal political arenas, and broadening their interests. I don't see anything wrong with the longshore convention coming out with a statement on education in the province of B.C. Something we've never done. I don't see anything wrong with longshoremen coming out with some kind of statement on women's rights, although we've got a small number of women in the Union.

HS — So you think that would be a benefit to the Union and the community?

GW — Oh, definitely. You know, a lot of Union people don't see themselves as necessarily part of the community. They see themselves as a faction against the community, and the community's against them. I think what we've got to recognize is that since we are an intricate part of the community, that we've really got to get in there and take part in everything from cross walks, all the way up to the main issues of docks on the Vancouver waterfront.

Fishermen to join Maritime Labour Centre

The sale of the Fishermen's hall at 138 East Cordova has cleared the way for the UFAWU to become a partner in the Maritime Labour Centre project. The property which had been on the market for the past two years has been purchased by the Salvation Army for use in their community services in Vancouver's downtown eastside.

Dan Cole, president of the Maritime Labour Centre, in welcoming the move stated "the involvement of the United Fishermen and Allied Workers' Union as a partner in the Maritime Labour Centre completes the concept of a central meeting and administra-

tive facility for all of the major B.C. maritime unions."

The Fishermen will join ILWU Locals 500, 506, 517 and 518, ILWU Canadian Area, Marine Workers, CBRT Local 400, Pulp & Paper Workers of Canada and the Trade Union Research Bureau who presently occupy space in the Centre.

It is expected that the UFAWU will assume occupancy of their new premises at 111 Victoria Drive on January 1, 1986. Renovations to the remainder of the facility will then proceed with the completion of the 700 seat auditorium expected before the end of 1986.

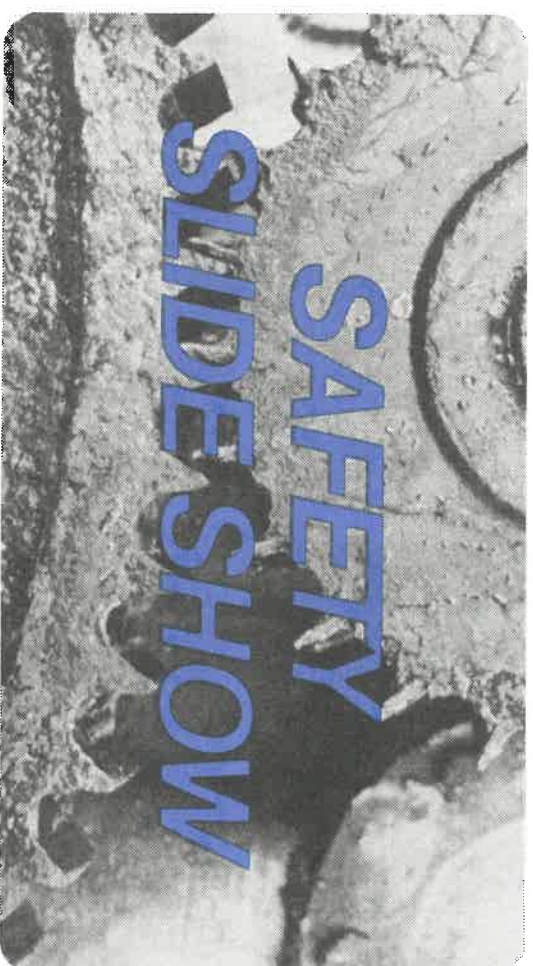
Centennial Labour History Calendar 1986



• A Labour History Calendar using historical photographs and documents to outline the struggles and triumphs of the city's multi-cultural workforce through 100 years is now available.

- The cost is \$6.00.

For further information, phone 251-7923 or write to: Centennial Labour History Project, 111 Victoria Drive, Vancouver, B.C. V5L 4C4



The Canadian Area 3rd Vice President and Safety Coordinator Steve Bushell has put together a safety slide presentation showing:

- Ships crane and gear information
- Tackle regulations and standards for working cargo gear
- Changes to the WCB regulations

• Accident prevention in the workplace

Each local may request the presentation for their regular membership meetings, or for safety or other special called meetings. The presentation can be tailored to take either one hour or more as needed. For more information contact Steve Bushell at the Canadian Area Office.

WATERFRONT NEWS

OFFICIAL PUBLICATION OF THE
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CANADIAN AREA

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[Masthead graphic design by Claire Kujundzic]

Container Evolution Continues

One of the world pioneers in containerization, and the first in B.C. was the British Yukon Navigation Company (BYN), who in 1955 instituted a container operation under our Coastwise contract which carried cargoes from Skagway, Alaska to Vancouver.

BYN started their operation with the *Clifford J. Rogers* which to the best of our knowledge was the first ship in the world build especially to handle containers. The *Rogers* carried containers designed so that they could be handled by the BYN narrow gauge railway in the North. They then built the *Frank H. Brown* and the

M. V. Klondike which are still tied up in North Vancouver and may be used again if economics of the industry change.

The first American containerization system dates from 1957 when Pan Atlantic

Steamship Company (a forerunner of the current Sealand), converted 6 conventional cargo vessels over to complete container operations. Next to follow was Malsion Navigation Company, who in 1959 started their container operation, first as deck cargo to carry containers from Hawaii to the West Coast of the United States.

Since the early 60's, containerization has gone through a major growth period with the United States, spearheaded by Sea-Land leading the shipping industry in innovation. Other American Shipping Lines, forced to compete with Sea-Land and the emerging shipping lines in the Orient, invested millions of dollars at a time when the shipping industry was expanding.

During the late 60's and 70's, the cost of container vessels and facilities were high, with interest rates becoming a major economic factor.

As the shipping lines raced to specialize in container operations, Ports also had to expend vast amounts of money to provide the shore facilities (cranes, straddle carriers, etc.) to handle containers. Those ports who had the foresight to invest in containerization when it was obvious to everyone but the Canadian Federal Government that containerization was more than a flash in the pan, have secured the business that we on the West Coast of Canada are now struggling to get back.

Within the past couple of years, major changes have taken place in the movement of containers that place our Ports in a position that makes it even more impossible to compete.

Factors such as the one port of call and the major difference in population or markets for products between Canada and the United States are highlighted when we consider the new state of the art methods for handling containers.

The following is a very brief explanation of three developments in containerization that will drastically affect the

future movement of containers.

Round the world container service where fourth and fifth generation container vessels owned by major container lines will eventually carry up to 4,000 TEU's (twenty foot equivalent units) and will call at one and maybe two ports on the West Coast of North America and are unlikely to make B.C. a port of call. One scenario that could develop, leads us to look at Europe where vessels call at major ports, drop all their cargo, and feeder services (smaller, specialized vessels) run continually from the major ports to smaller ports on the Continent.

Along The Shore

by
Dave
Lomas



Another major new development in the movement of containers in North America is the intermodal concept. This concept which develops containerization to its ultimate provides to the customer a complete transportation package where the container moves by vessel, truck and rail in any combination and is delivered to the customer's door with one transportation cost and one bill of lading. American ports are aggressive in the intermodal concept and have to some extent coordinated all of the modes of transportation involved in the movement of the cargo.

The last major development we will deal with is the "bridge" concept. This concept whether it be land bridge, mini bridge or micro bridge, facilitates cargo moving through West Coast ports to destinations across the country or to East Coast ports and then to Europe. This concept in concert with trucking and rail opens up the major consumer markets in the East of the United States and Canada to West Coast Ports and provides a cheaper method of transporting Oriental cargo across North America to European markets.

Even though West Coast Ports in Canada have some of the same advantages as United States ports, and in some areas we are more competitive, major container lines have made their decisions on transporting containers and have invested vast amounts of money in United States Ports and railway systems. These shipping lines will not forego their United States investments unless and until we in Canada can reorganize our priorities and co-ordinate a complete transportation system that can not only compete with the United States facilities, but can develop the intermodal and bridge concepts to the point where we can be even more competitive than the United States system.

All is not doom and gloom, but when the Canadian priority is kicking hell out of longshoremen because of our container clause, we cannot get on with the major restructuring of our transportation system that is required to allow us to compete in the new era of containerization.

Bumper Sticker of the Month

Expo86 Deficit87