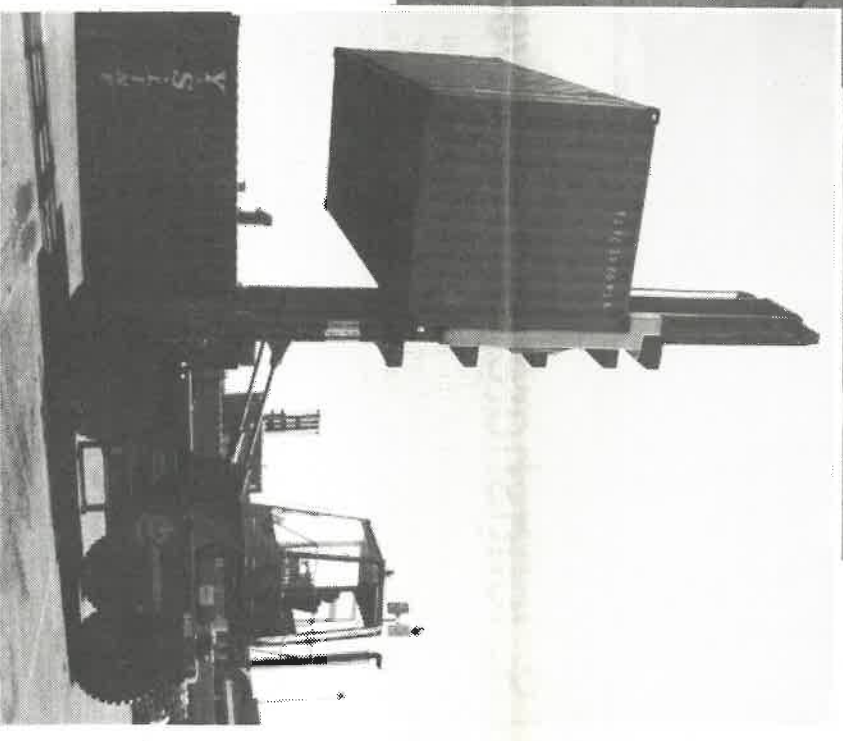




WATERFRONT NEWS



SPECIAL REPORT

Cancelling the "Clause" — THE WEILER DECISION

• UNION CHALLENGE • REPORT EXCERPTS • CONTRACT LANGUAGE
pages 4 & 5

ILA rejects Canadian district despite membership wishes

The recent convention of the International Longshoremen's Association held in Bal Harbour, Florida from July 12-20, 1987 has rejected a bid by Canadian locals for increased autonomy through the establishment of a Canadian District within the Union.

The convention action was in spite of a recent referendum ballot among the majority of Canadian locals from the Great Lakes to Newfoundland which resulted in an 80% yes vote in favour of the proposition.

Advocates of the Canadian District say the union in Canada has remained stagnant too long. They say it's needed to provide a single unified lobbying voice, centralized communications, a Canadian strike fund, common local contract expiry dates and a master collective agreement with the Maritime Employers Association covering all Canadian members.

Union democracy is another important issue in the drive for a Canadian structure in the ILA that will conform to the Canadian Labour Congress autonomy guidelines. These provide for Canadian members electing their own Canadian officers to represent the union in Canada and in international labour bodies with the unhampered right to play a full role in the country's social, political and eco-

nomic life. Under the present union structure vice presidents representing Canada are elected at the International convention with local presidents casting their members votes at the microphone. With the overwhelming majority of the union's membership in the United States this procedure means very little say for the Canadian membership in the selection of their Canadian representatives.

"This is certainly not the end of the fight" stated a disappointed Pat Riley, Business Agent for local 273 in St. John, New Brunswick and also a delegate to the convention.

"The I.L.A. does not come close to complying with the autonomy guidelines of the C.L.C. and we will be calling on C.L.C. president Shirley Carr to make a strong appeal to convince them to do so. There is no doubt that the establishment of a Canadian District would strengthen the International Union and we cannot understand the reluctance of the International leadership to agree with the concept."

Feds block Cadieux's Testimony

ILWU COURT CASE

VANCOUVER — The ILWU has been unsuccessful in an attempt to force the Federal Minister of Labour Pierre Cadieux to give evidence in a pre-trial Examination for Discovery respecting the Union's court challenge of the Maintenance of Ports Operations Act, 1986. (An Examination for Discovery is a hearing in which a defendant in a court action, in this case the federal government, is questioned under oath to establish the details of the dispute prior to the actual trial.)

The request of the Union for the Minister to appear for examination in Vancouver was rejected by the government. They insisted that the examination be held in Ottawa and offered Associate Deputy Labour Minister Bill Kelly for examination on the Minister's behalf.

The Union appeared before Federal Court Justice Collier on June 14, 1987 requesting that the court order the Minister's appearance with the Vancouver venue. Union solicitor Nicholas Glass argued that the outcome

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VANTERM

New RTGs increase container potential

The acquisition of a fleet of custom made Rubber Tired Gantries (RTG's) for the Port of Vancouver's largest container terminal, Vanterm has dramatically increased the efficiency and storage handling capacity of container traffic through the Port.

The five new six-story high green RTG's (mobile gantry cranes capable of straddling seven rows of containers and stacking them up to five high) are the biggest in North America.

According to Peter Senior, vice-president of terminal operations at Vanterm for Empire Stevedoring, the purchaser of the new system, the addition of the new RTG system "will nearly double the container storage capacity from the present 4,500 TEU's (twenty foot equivalent units, a standard measurement of container capacity) to over 8,000 TEU's."

Even more important is the capacity of the new RTG's to increase over all productivity. Potentially the number of container moves per year could grow from the current average of 50,000 to 125,000. This would enable the terminal to favorably compete with other modern container terminals on the west coast. The new RTG's are capable of more lifts per hour (from an average of 18 using the old straddle carriers, to a potential of twenty five per hour with the new RTG system) will mean faster turn around time for ships docking at Vanterm.

Peter Senior notes that the new system has meant some changes at Vanterm, the reorganization of the yard and an increase in the hours worked on some shifts. "The key to us," points out Peter Senior, "is the productivity



Peter Senior points out the many changes to the VANTERM operations. New RTG shown left.

carry two twenty-four ton containers, and five new rack lift trucks capable of stacking containers four high — has meant an increase in manning of 15-30%. Most of this increase is due to the necessary rehandling of containers, decking them during the afternoon or graveyard shifts.

Of course every new system needs time to work out the bugs, and that process is currently underway. However Peter Senior says that the goal is to have the system fully operational by the end of August. Empire's hope, of course, is that once this new system is running at full efficiency, it will lead to an increase in container traffic for the terminal. And this is something both the union and management should be looking forward to. "We have to work together," says Senior, "because it's in both of our interests."

MAN OF THE YEAR

U.S. longshoreman receives honor

Phil Lelli, longtime leader of the ILWU local 23 Tacoma, has been named the 1987 Puget Sound man of the year. The award sponsored by the Marine Digest has been presented to leaders in the maritime industry since 1921.

A member of local 23 since 1956, Lelli served as local president for 16 of the past 20 years. Although no longer president he continues to represent the local unofficially as the port liaison officer.

Lelli's notoriety comes as the result of his tireless efforts in building Tacoma from a backwater into a world class port. Tacoma has moved from 21st to 6th among US container ports. It has quadrupled its auto imports to 200,000 per year and become one of the nation's leading rubber ports. In fact, Local 23 is the only port on the west coast to generate an increase in its work force over the last 30 years.

"Phil Lelli is one of the reasons the port has done so well," stated port executive director Larry Killeen in a recent Tacoma New Tribune Article. "He's provided the kind of stable leadership and cooperation that is important to the port's customers and to the port."

Lelli has travelled all over the world in quest of new business for the port and his local members. Shipping company officials say Lelli and his union's spirit of cooperation

on the ships, even if this means some extra work after."

In fact the new system, which also include eighteen new "bomb carts", trucks able to

have made a crucial difference in the decisions to bring their business to Tacoma. Lelli and his local put together a crucial part of the package that attracted Sealand service to the Port of Tacoma. When Maersk Line was considering Tacoma as its pacific northwest port of call, Lelli was in the thick of the sensitive negotiations, offering assurances that the longshoremen would strive to make the port's performance promises come true.



Lelli

"The idea of improving efficiency originated 20 years ago when the port was trying to attract cargoes of crude rubber" Lelli said. "We found that even though we were working as hard as we could we weren't unloading the rubber as fast as we should. That's when we decided that working hard was not good enough — we also had to work smart."

Lelli and a contingent of port and longshore officials toured rubber ports in the U.S. to learn other methods of unloading rubber. They put those techniques and others into practice here and more than doubled output.

"We have had monthly meetings with the port and stevedoring companies since 1966" stated Lelli. "We try to use creative thinking to anticipate and iron out issues before they become major problems between the parties. The union certainly doesn't give anything

Union court challenge

CONT. FROM PAGE 1

of the charter challenge will in part depend upon establishment that the objectives of the government were sufficiently important to justify the legislation, and that the means chosen to achieve those objectives were also justifiable. He further argued that the Minister was chiefly responsible for introducing the legislation to parliament should therefore answer the questions on these issues. A Deputy or Assistant Deputy Minister would not have the sufficient knowledge and experience of these broader issues to answer the questions in a full and satisfactory manner.

Justice Collier ruled that since the ultimate decision making body respecting the legisla-

tion was Parliament and not the Minister of Federal Cabinet that it was not valid to insist that the Minister be examined. He stated that a person of Deputy Minister standing was in fact appropriate.

Justice Collier did however agree with the Union's argument that the venue for the hearing should be in Vancouver. He stated that it was appropriate for the Crown to attend in the location where the citizens affected by the legislation reside. It is expected that the examination will be conducted in late August or early September. A trial date on the union's challenge to the legislation is expected for late in the fall.

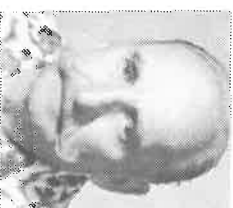
BOB PEEBLES

Longshoreman remembered

On Saturday, May 23 they came by hundreds to the Krisilano United Church say a final farewell to Bob Peebles. The and diversity of the congregation made apparent that this man had crowded a living into his 70 years and touched the of so many along the way. To some he had been a comrade at arms, to other union brother and to still others just good friend.

Peebles began employment on the Vancouver waterfront immediately after the in 1945 at the old Burlington Northern then transferring to deepsea longshoreman in 1952.

He became active in union affairs, serving as a business agent for a total of 12 between 1961 and 1975 in the old local 501 and in local 500 following amalgamation in 1965.



Peebles served Canadian Area Agent briefly in and '70 and again full term from 1978 to 1980. He also served number of terms member of the International Executive Board of the ILWU

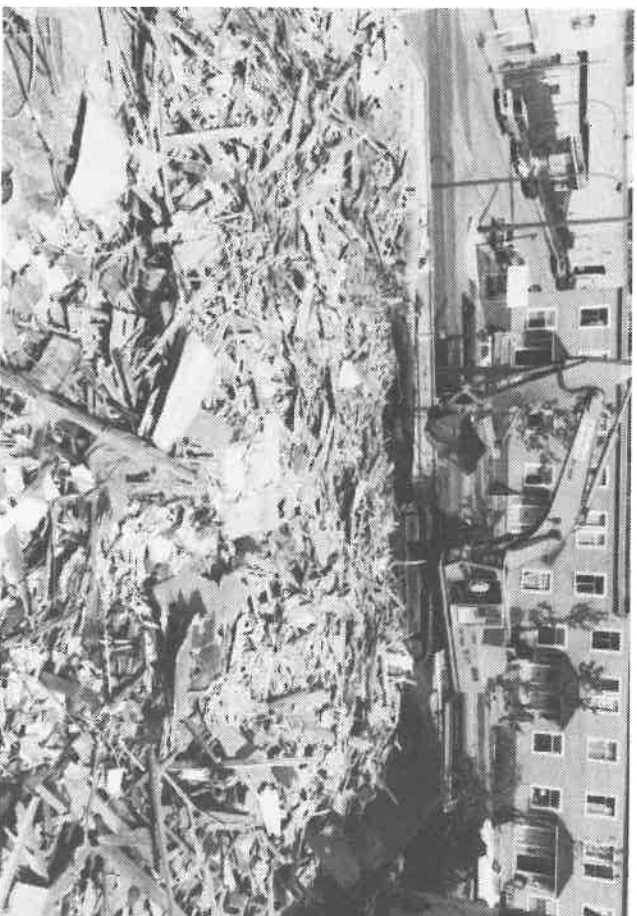
During his union service he played a role in the amalgamation of six former couver locals into the current local 500 also worked tirelessly to secure and expand the union's jurisdiction during the 1960s technology made a dramatic change in international longshore work.

He was a dedicated member of Alcot Anonymous and served as the Water Industry's unofficial Employee Assistance Co-ordinator. This was years before the establishment of the Employee Assistance programme and the hiring of a full Co-ordinator to perform this function. Prior to his retirement in 1982, Peebles worked two years as a foreman transferring ILWU local 514.

Following two years of retirement he suffered a disabling stroke in 1984. Nevertheless, Peebles struggled valiantly but unsuccessfully to overcome the effects of the stroke and regain his former strength. The final came when he fell and broke his hip early this year and he passed away a few weeks on May 17, 1987.

At the memorial service eulogies given by Tubby Keith, a former Seal comrade, Bill Kemp Canadian Area first president, Fred Paulino vice president ILWU local 142 Hawaii and member Alcoholics Anonymous. Peebles is survived by his wife Peggy, daughters Susan, Fiona Terry and son Robert, also a longshoreman

Auditorium construction started



Out with the old . . .

VANCOUVER — The final stage of construction at the Maritime Labour Centre commenced in July 1987. The construction will add a new 700 seat auditorium, 4 additional boardrooms and additional office space to the facility.

The project is expected to be completed by the late fall at cost of approximately \$800,000.00.

The Maritime Labour Centre is now cooperatively by ILWU Local 500, Union Fishermen and Allied Workers Union, Maritime Workers and Boilermakers Industrial Union and the CBRT Local 400 (Seamen) and provides accommodation and meeting facilities for a number of other unions, associations, and community groups.

MORE CAPACITY — LESS JOBS**Terminal upgrade brings mixed blessing**

PORT MOODY — Pacific Coast Terminals (PCT) is on the verge of completing a multi million dollar modernization that will mean long term viability for the terminal, but will also mean a reduction in the terminal's workforce.

The centre piece of the changes is a giant new stacker-reclaimer, the biggest of its kind in North America. It will replace the small fleet of front-end loaders currently used to reclaim the sulphur during ship loading.

According to Mike Dunn, Manager of Operations at PCT, the new system will ensure the long term future of the terminal. "This modernization will enable us to hold costs to a competitive level", points out Dunn. "That means we are going to be here for the next twenty years."

The new stacker-reclaimer, which towers seven stories high as it moves back and forth using its two eighty foot arms to deposit two neatly laid out sulphur piles, will increase the capacity of the terminal. Up to now PCT has been using their front end loaders to reclaim the sulphur and load ships at a maximum rate of 2500 tons per hour. The new system will enable PCT to load two ships simultaneously at the overall rate of 3000 tons per hour.

Although the increase in capacity and an anticipated decrease in ship loading time should in the long term translate into more cargo handled by the terminal, the new system will mean a reduction in the workforce needed in the ship loading operation. Once final installation and testing is complete, the new computer run machinery will need only four men to operate the entire system from rail car to ship.

Currently the ship loading operation requires an additional three drivers plus a foreman for each ship. About 25% of the time

this crew is now doubled to allow the terminal to load two ships at once. With the new stacker-reclaimer these jobs will be lost. Ship loading will be the only area affected. Maintenance and other terminal jobs will remain at the same levels.

"Of course we don't like to see jobs eliminated", comments Dunn. "However, our investment of almost nine million dollars to make these changes demonstrates our commitment to ensure the long term viability of the terminal."

The stacker-reclaimer is currently undergoing its final phase of testing at PCT by employees of the manufacturers, Dravo Wellman of Pittsburgh, Pennsylvania. When testing is completed, probably sometime this Fall, the new system will become fully operational.

Implementation of the new stake-rake system will greatly reduce the corrosive sulphur dust which is currently generated during the transfer of bulk sulphur from rail car to storage pile and onto ships.



Stacker-Reclaimer towers over sulphur piles (which appear white above).

Court decision favours unions

Round One went to Merv Lavigne, and his business backers in the National Citizen's Coalition. But Round Two goes to the Canadian labour movement.

The Ontario Supreme Court ruled in July that if employees like Merv Lavigne object to their union dues being used for political or social causes, they must still pay them, and then ask for a refund.

The same court ruled last year that Lavigne's rights under the Canadian Charter were violated when his dues were used for purposes other than collective bargaining. July's ruling means that unions can continue to collect dues from the non-members they represent, but they must offer a refund system for the portion that isn't used at the bargaining table.

Ironically, the issues involved in the court battle don't have much to do with money. At most, non-members like Lavigne might hope to save a couple of dollars a year.

But the right-wing National Citizen's Coal-

ition, which is paying Lavigne's huge legal bill, was hoping to win much more. It aimed to cripple Canadian unions by attacking the Rand formula, which obliges non-members to pay dues to the union which represents them.

The NCC argued that non-members should be allowed to "opt-in" to paying dues which go to social and political causes. But the court favoured the union argument that they should have to "opt-out" by collecting a refund on a portion of their dues.

The Ontario Public Service Employees Union, to which Mr. Lavigne must pay dues, said it will appeal last year's court ruling. And it said the recent ruling is unworkable because it is impossible to draw a line between collective bargaining and other activities.

So the court battles will continue. But in the meantime, the NCC has failed to defeat four decades of labour progress with a flimsy court challenge.

— CALM

Feds fail in port strike ban

OTTAWA — Back bench Conservatives continue to attempt to ban strikes in some "essential services," including port facilities.

A private member's bill to declare grain handling essential and outlaw strikes or lockouts was talked out before parliament recessed last month. "I am not anti-labor. I am not anti-union," said rural Saskatchewan MP Geoff Wilson. "I think I have to be against work stoppages which cost all Canadians time and money." Wilson suggested using final offer selection to arbitrate disagreements.

The target of Wilson's bill was last year's grain handlers' dispute at Thunder Bay, Ont. New Democrat MP Ian Angus, whose riding embraces the port, defended the Brotherhood of Railway and Airline Clerks. The BRAC dispute at the grain elevators was the third work stoppage in 70 years. Lodge 650 members struck the Saskatchewan Wheat Pool, and other members were locked out by the rest of the employers.

Angus told Wilson to "spend some time talking with the policy makers" for the wheat pools, which own the Lakehead elevators. "We do not have people who got dirt under their fingernails-raising and handling the crop over many years. . . . There is not the same kind of understanding about what makes good working relationships between management and labor."

— Vector Union Report

Industrial art on tour

"Canadian Art" probably makes most people think of maple trees and quiet northern lakes. But a new showing of artwork which portrays industrial growth and the contribution of labour may change that notion a little.

Entitled "Industrial Images", the exhibition was organized by the Art Gallery of Hamilton and is scheduled to begin a national tour this summer. The collection traces the growth of the mining, timber, grain, oil, steel, fishing, construction, transportation and manufacturing industries as seen through the eyes of Canadian artists.

After Hamilton the tour will touch down in Vancouver (Sept.-Nov.)

The poster, shown here, is part of the Industrial Images exhibition, and was painted by Harry Mayerovitch in 1944 to publicize a National Film Board of Canada production.

— CALM

Labour News**Boycotts**

- **CONSUMER REPORTS** — Union Label & Service Trades Dept. AFL-CIO. All Consumer Union publications. The New York Newspaper Guild and the AFL-CIO Executive Council have requested a boycott of *Consumer Reports* and other Consumer Union Publications. The concession package presented by the employer includes: elimination of shift differential, reductions in sick leave, the employers' control over which workers, if any, are to receive raises as well as the amount and frequency of raises.
- **HYUNDAI PRODUCTS** — Building Trades Council. All Hyundai products.
- **CHILEAN GOODS** — B.C. Federation of Labour. Look for label on the following products: grapes, peaches, plums, pears, raisins, nectarines, lobster, onions, wine.
- **LETTUCE** — G.L.C. Donny, Red Coach, Big Fred, S.A.S., Big A, Bobby & Andrews
- **LOUISIANA PACIFIC CORPORATION (Forest Products)** — Carpenters/IWA. Construction Material, Waterwood Construction Panels, Paboo Zonolite Insulation, Weatherseal Windows and Doors
- **VICTORIA PLYWOOD** — Any items identified by the logo "Vicply"
- **CALIFORNIA TABLE GRAPES** — UnitedFarmworkersUnionofAmerica
- **SAFEWAY STORES** — East Vancouver. For non-union construction.

Hot Edicts

- **CALWOOD INDUSTRIES, SURREY** — (company manufactures and installs millwork and interior fixtures for large projects primarily in the Lower Mainland) — Carpenters Union Local 1928.
- **HYUNDAI-KERKHOF** — B.C. & Yukon Territories Building & Construction Trades Council
- **ROYAL CANADIAN LEGION #4 Chilliwack, #15 Abbotsford, #265 Aldergrove** — Hotel, Restaurant, Culinary & Bartenders' Union, Local 40
- **SLADE & STEWART LTD.** — Vancouver, Kamloops, Terrace — Retail Wholesale Union, Local 580
- **OKANAGAN H-R-I SUPPLY LTD. (All products and services)** — Retail Wholesale Union, Local 580
- **PURULATOR COURIER (B.C. operations)** — Retail Wholesale Union, Local 580
- **STEVENSON CONSTRUCTION, Pennyfarthing Site** — B.C. & Yukon Territories Building and Construction Trades Council
- **ENTEX DOORS SYSTEMS, LTD., Port Coquitlam (all products)** — Carpenters Shop Local 1928

Do not patronize

- **AFFILIATES ARE REQUESTED NOT TO PURCHASE OR HANDLE THE FOLLOWING BRAND NAMES:**
- **SOUTH AFRICA** — Any goods originating in South Africa.
- **SNO BOY** — Fresh fruit and vegetables.
- **STAND BY** — Canned goods.
- **SUNSHINE** — Packaged goods (first-tuition use). Retail Wholesale Union, Local 580
- **H&R TRANSPORTATION LTD** — This firm handles scab products and crosses picket lines on a regular basis. H&R Transport handled a substantial portion of the Gainers' scab product.

MESSAGE FROM EXEC BOARD

Union launches court appeal

The Longshore Contract Executive Board meeting on July 17, 1987 decided that Arbitrator Weiler had overstepped his bounds as an Industrial Inquiry Commissioner. After consultation with legal counsel they had lawyer Jim Dorsey file in the Federal Court of Appeal an action under subsection 28(1) of the Federal Court Act.

What this means is that the union is asking the court that the report of Arbitrator Weiler be struck down and have no force or effect. His deadline of June 30 or July 1 (which was a holiday) is long gone so he has completed the task assigned to him.

Basically there are three criteria in which the LCEB, after consultation with legal counsel feel arbitrator Weiler in his capacity of Industrial Inquiry Commissioner is vulnerable:

Failure to observe principles of natural justice.

Acting beyond or refusing to exercise jurisdiction.

Erroneous findings made in a perverse or capricious manner.

Union members should realize that if the union is successful in this endeavour that should mean the end of the Weiler report. This will create a vacuum and something will have to be done to fill it. You can be assured the government will do its best at that point.

But the message we really want to get to them is that if they attack us under the protection of Parliament they had best follow accepted practices in law. The law is everyone's yet they attacked us with legislation aimed solely at us, not the rest of the Canadian population. We want to be dealt with fairly and in accordance with the rules of natural justice.

We know that the membership agree we have been dealt with unjustly. We have received a report under Bill C-24 that we believe has been executed contrary to subsection 28(1) of the Federal Court act. If this is the case then, the Federal Court should set it straight. And if this means the destruction of the Weiler report so be it.

The Federal Court in Ottawa will hear our application on August 27-28 with a decision brought down before the September 1 implementation date of the Weiler recommendations.



L.C.E.B. members discuss response to Weiler's report.

Report ignores union wishes

"The evidence is clear that the majority of the Union membership remains convinced that their job security interests are better served by the Container Clause than the type of work guarantee that has been offered by the Association. This concern among the Union membership ultimately was translated into the Union's bargaining position that the Clause is "not negotiable."

"The Union's position before this Commission is that the Clause should be retained until the container traffic infrastructure through the Vancouver Gateway achieves the state-of-the-art standards of its Puget Sound competitor ports.

"The Union's bargaining position produces the proverbial "Catch 22" situation. The other components of the Vancouver container intermodal service chain have made it clear that they will not invest in their operations in order to improve them to world standards until the Clause is removed. The Union won't remove the Clause until these facilities are in place. Thus the bargaining impasse between the Union and the Association has "spilled

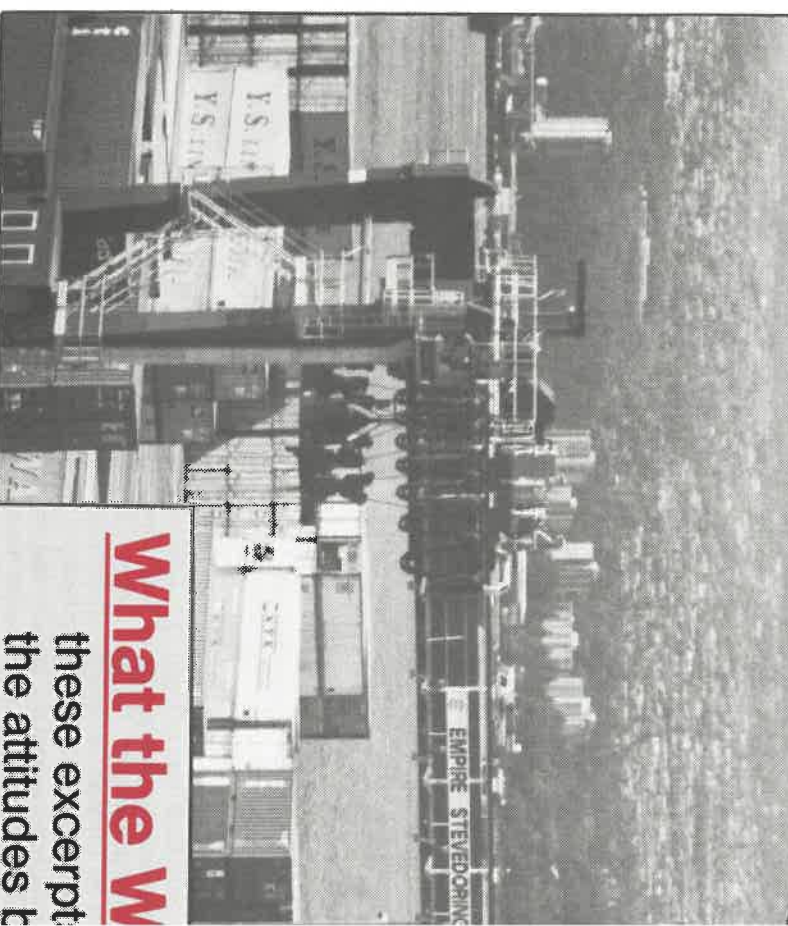
over" and has resulted in an impasse in the plans to invest in the Vancouver Gateway. All in all, this "you first" attitude has created a recipe for inertia in the attempt to develop the Port.

"The Commission is convinced that the only way to break the impasse described above is for the Clause to be removed from the Collective Agreement in a manner that protects the legitimate interests of the members of the Union and the Association. The Commission finds that the continued existence of the Container Clause is an impediment to the development of container traffic through the Port of Vancouver and a negative influence on net work opportunity for ILWU members in the Port. Both from the perspective of progressive Western Canadian transportation policy as well as rational industrial relations policy, the Commission believes that the Clause is having a negative impact not only on the public interest in the development of the Port but also on the job security interests of ILWU. Accordingly, it must be removed immediately.

"In removing the Clause, the Commission

THE WEILER REPORT

Cancelling



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"In essence, the Commission has two tasks. The first task of the Commission is to make findings with respect to the impact of the Container Clause on the volume of container traffic through the Port of Vancouver. Based on these findings, the Commission is empowered to adjudicate whether the Clause should be removed from the Collective Agreement, and if so, what compensation should be awarded the Union. The Commission's findings in this respect are binding on the parties. The Act requires the Commission to write its conclusions in

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Weiler cites reasons for "limited" guarantee

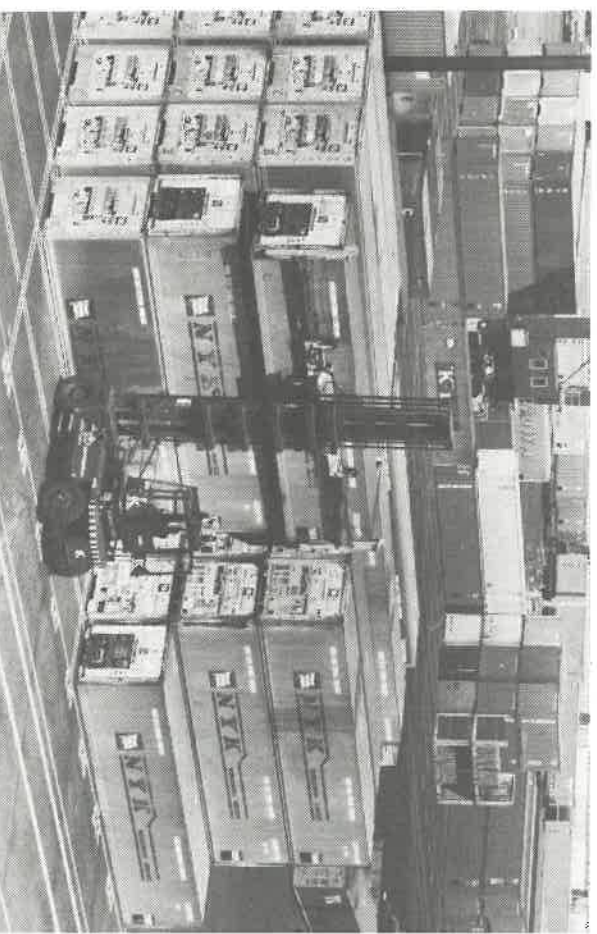
"After reviewing all of the proposals, the Commission recommends that any guarantee imposed upon the parties should be based on the STEH (Straight Time Equivalent Hours) formula. The Commission is mindful of the Union's objection to this formula, however, it is the Commission's understanding that the purpose of the formula was not to guarantee actual hours. Rather, it would guarantee a standardized amount of time that it took to perform the work on containers in 1984. The formula was developed jointly by the parties and they have had experience working with it during the past two years of negotiations. The advantages of the formula far outweigh any of the concerns expressed by the Union.

"The guarantee should only operate for five years. The five years duration of the guarantee will provide protection to the members of the Union through the life of the current Collective Agreement and the next one.

"The Commission is satisfied that the

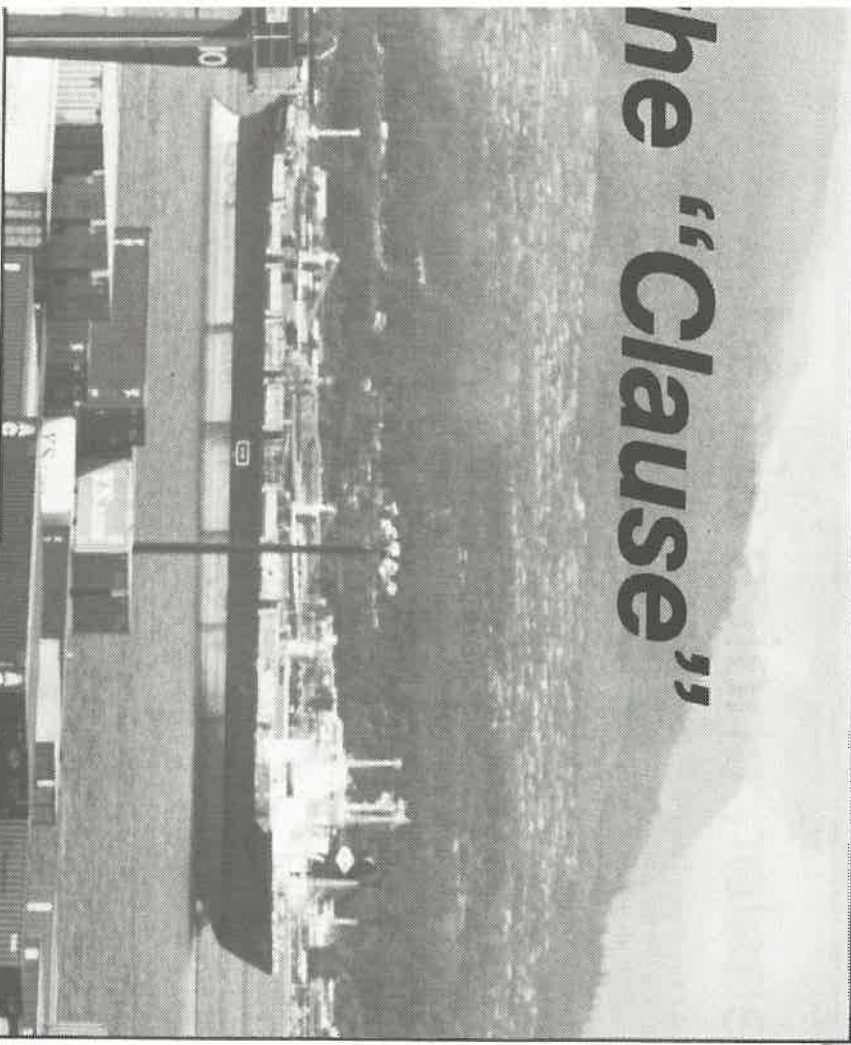
employment guarantee proposed in Report will adequately protect the job security interests of the members of the ILWU. However, there are a number of related concerns that must be fully addressed before effective solution to this dispute can be achieved.

"The nature of an employment guarantee is such that unless economic conditions become extremely adverse, the guarantee unlikely to produce any payout for longshoremen in the Port of Vancouver. Projections are for a sustained period of growth in business activity in the Port. Moreover, the Commission is satisfied on the basis that the removal of the Container Clause itself will have a net positive impact on business activity and work opportunities and above the effect of a general improvement in the Canadian economy. Thus business activity increases from year to year and while workers enjoy the benefit of increased employment opportunities, i



is sensitive to the fact that the elimination of the Clause has occurred through binding arbitration, a process that could cause damage to the collective bargaining relationship of the parties. In order to avoid the potentially harmful results that might occur by an

adjudicated amendment to their Collective Agreement, the Commission has paid particular attention to the need to attempt to replicate the terms that the parties would have reached had they been allowed to engage in an indefinite work stoppage."



The "Clause"

Report says:
the report indicate the decision to
r clause.

...inclusion into their Collective Agreement on or after January 1, 1987.

...mission is to investigate and identify any impediments to the future growth of the Port of Vancouver.

...e an assessment concerning the impact of the proposed changes, which may have a negative impact on the growth of container traffic through the Port of Vancouver.

...on the growth of container traffic through the Port of Vancouver. Any findings by the Commission of these other (non-Container Clause) impediments to the growth of container traffic are, of course, not binding on the parties. The Commission's views about these matters are based on its fact-finding function and are not the subject of any adjudication process nor are these findings to be recorded in any contractual language that is to be inserted into the Collective Agreement between the parties."

...unlikely that the addition of an employment guarantee in this Collective Agreement will result in any direct payment to longshoremen.

...The most compelling argument in favour of the Commission recommending some additional feature to the income guarantee as the *quid pro quo* for the elimination of the Container Clause is based on the evidence of negotiation history in this dispute. As noted earlier the Commission's adjudicative function requires that it attempt to fashion an award that replicates what the parties would have agreed to under the sanction of a full strike or lockout.

...The evidence in this case is that the Union membership simply was not prepared to agree to the kind of income guarantee being offered by the Association or even that which was recommended by the Conciliation Commissioner Dalton Larson. The Commission is aware that its proposed employment guarantee is not as comprehensive as that recommended by Mr. Larson. Moreover, the term of the Commission's employment guarantee is 5 years, while Mr. Larson's proposed guarantee was indefinite in its duration.

...The short duration of the guarantee proposed by the Commission responds to the persuasive submission of the Association that it should not be saddled with an indefinite guarantee. The Commission is satisfied that five years is the appropriate duration for the income guarantee in this case. On the other hand, it is obvious from the evidence negotiation history in this dispute that the Union



...would never have agreed to this proposal in bargaining.

...In summary, for the reasons expressed above, the Commission is satisfied on the basis of the evidence that a three-part compensatory package to the Union is the appropriate *quid pro quo* for the elimination of the Container Clause. Not only will such an arrangement be equitable, but the Commission is also persuaded that such a gainsharing arrangement will improve the relations between the parties. (See "Contract Language" for details of the gain sharing arrangement.)

Commission follows union plan, calls for new port council

"The Commission agrees with the Union that a detailed plan for the development of the Vancouver Gateway container transportation system must be formulated through a consensus-building process involving all the key constituents in the system. In the absence of such a plan which would include an agreed to timetable for investment facilities and provision of service, we can anticipate that the record of neglect and inaction that has plagued this transportation system in the past will continue indefinitely.

"The Union proposed that the appropriate body to develop and implement a Vancouver Gateway Plan should be a "Port Users Committee" composed of all those local interests

who are directly concerned with port and transportation operations. The Union suggested that the role of this Committee would be to coordinate programs and integrate efforts to ensure that the Port could develop to its full potential.

"The Commission recommends that such a forum, which might be called the "Vancouver Gateway Container Traffic Council" (the Council) be charged with the responsibility of coordinating investment and planning, not only in the Port, but along the entire transportation system so that a state-of-the-art mini-land-bridge could be developed from Vancouver to Central and Eastern North America."

Proposed contract language

The proposed contract language for the guarantee and the gainshare arrangement is as follows:

1. (a) In the event that in any calendar year the total number of ILWU STEH worked on containers (TEUS) in the industry and the number of ILWU STEH worked on stuffing and/or destuffing containers should fall below their respective base levels as provided for in this Agreement, the Association will make a guarantee payment based on the shortfall according to the terms of Article 26.051(1)(b).
 - (b) The guarantee payment payable by the Association under Article 26.051(1)(a) shall be the lesser of:
 - i) The then current base rate of pay/including benefits multiplied by the number of STEH required to make up the shortfall of ILWU total STEH worked on containers; or
 - ii) The then current base rate of pay/including benefits multiplied by the number of STEH required to make up the shortfall of ILWU STEH worked stuffing and/or destuffing containers.
 - (c) The base level for stuffing and/or destuffing STEH for the term of the guarantee shall be based upon the average STEH associated with mandatory and convenience stuffing and/or destuffing in 1984, 1985 and 1986.
 - (d) The base level for total ILWU STEH worked on containers in any calendar year shall be the average level of total STEH worked on containers in the three years immediately preceding that calendar year.
 - (e) The factors for converting TEU's into STEH shall be:

	Inward STEH/TEU	Outward STEH/TEU
CY (door-to-door)	3.15	3.15
Empty	3.15	Empty
to/from CFS	3.15	from CFS
Stuffing	3.61	Stuffing
Destuffing	8.66	Destuffing
		8.66
2. The shortfall payment required under Article 26.051 (1) shall be paid by the Association into a trust fund to be administered by the Joint Industry Labour Relations Committee. The Committee in that capacity, shall administer the trust fund for the benefit of active members of the Union based on a determination by the Committee of actual work opportunities lost as a result of the elimination of the Container Clause.
3. In the event of strike(s), lockout(s) and/or the presence of a picket line directly affecting the working of containers, the shortfall payments shall be reduced proportionately.
4. Article 26.051 will expire on December 31, 1992.

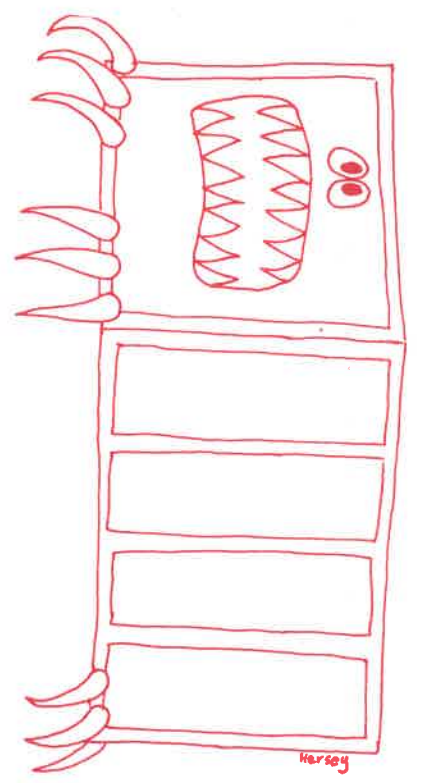
Article 26.052 — Gainsharing Arrangement

1. In recognition of the increase in the volume of container traffic facilitated by the removal of the container handling provision (Article 26.05), the Association shall make an annual payment into the Training and Productivity Fund. The payment shall be calculated on the basis of ten dollars (\$10.00) per TEU for the total number of TEUS in excess of the base level handled in that calendar year by workers dispatched under the terms of the Collective Agreement.
2. The Association shall make the payment into the Training and Productivity Fund no later than January 15th of each year commencing January, 1989.
3. The base level for the Gainsharing Arrangement is the number of TEUS handled under the terms of the Collective Agreement in the calendar year 1987.
4. The Training and Productivity Fund shall be administered by the Joint Training and Productivity Committee in the following manner:
 - (a) Fifty percent of the fund shall be paid to all workers despatched to perform container handling work. The amount paid to each eligible worker shall be based proportionately on the number of hours worked handling containers.
 - (b) Fifty percent of the fund shall be allocated for training and productivity related projects as approved by the Joint Training and Productivity Committee.
5. **Joint Training and Productivity Committee**

It is in the best interests of both parties to stimulate and support long-term, broad changes aimed at upgrading the skills of workers through training and investment and promoting ideas that make the Port operations more competitive in relation to other ports.

This can be accomplished best by active involvement of the Union and the Association in a planning committee, whose function is to implement and evaluate innovative programs to further these aims. Accordingly, a Joint Training and Productivity Committee shall be formed to undertake these tasks. The committee shall be manned with equal representation from the Union and the Association who will each appoint four (4) representatives to serve on this Committee.

As provided for in sub-section (4) above, this Committee will be responsible for administering both parts of the Training and Productivity Fund provided under sub-section (2).



"THE CONTAINER CLAWS"

YOUR PENSION

AT THE CROSSROADS

One of the most important decisions facing members covered by the longshore and foremen's pension plans since the establishment of our current pension concept in 1970 is the question of conversion of the plans to a "money purchase" concept from the present "defined benefit." The proposal for this change was contained in the report of Conciliation Commissioner Dalton Larson which was legislated into a collective agreement by Parliament.

One particularly unjust part of the report dictates that only if agreement is reached to convert the plan to money purchase will the employer be obligated to make substantial increases in contributions to the plan. This blocks the trustees from deciding for themselves what the best solution to our existing pension woes may be.

Larson's simplistic view was that conversion to a money purchase concept was the panacea. Sadly however there is no magic in the conversion to a money purchase pension plan. The basic pension equation is simple:

$$\text{Contributions} + \text{investment earnings} = \text{benefit.}$$

This basic equation applies to all pension plans regardless of the type. Simply put this means that the amount of benefits payable result only from the contributions to the plan



Talking Union

by
Dan
Cole

plus its investment earnings. The change from defined benefit to money purchase will not mean any additional funds available for the payment of total benefits. Conversion to money purchase without increased contributions will therefore not result in larger pensions but rather that the funds available for benefits will be spread around in a different manner.

If contributions are made to a money purchase plan on a cents per hour basis throughout a person's years of service those members with high hours and longer service will receive higher pensions. However those with less service and lower hours of work will receive a lower pension than under the present plan. Our current defined benefit plan provides for a levelling of benefits through the establishment of the 800 hours for a year of creditable service and the maximum 25 years service ceiling.

Increased benefits under either plan can only be achieved by substantial increases in plan funding. The industry's performance in this regard over the past few years has been dismal. If one reviews the history of employer contributions to the plan since 1970 we find that while the Consumer Price Index has increased 232% and the hourly base rate of wages in the industry has increased 298% the Association contributions to the WIPP have increased only by a paltry 122%. This is a sad commentary on our commitment (both the Union's and the Employers) to establish the funding required to provide decent pensions for our retirees.

The critical decision therefore that must be made is whether to stay with the present plan which provides for a levelling of benefits between long service and short service members or convert to money purchase which provides a greater spread in pension rates depending on service and hours worked.

The terms of the Larson report are a travesty of justice which shackles the hands of the trustees by trying to insist that improved funding be tied to only one pension concept.

The Union must certainly be prepared to consider all of the available pension options in order to design a plan which will meet the needs of the membership on both a short and long-term basis.

Once these major issues have been tackled and pension plan design agreed upon then the industry must get on with the job of funding the plans with amounts adequate to permit our members to retire with the dignity they deserve.

The July 1st 1987 deadline set by the Larson report which requires that the trustees of the Waterfront Industry Pension Plan submit a report and recommendations regarding the future structure and funding of the plan has been extended to September 30.

Pension Congratulations

MAY-JULY '87

Vancover	Age	Years of Service
Joseph Crook	63	34
William Heath	62	27
Ronald McCaw	61	35
James Shaughnessy	63	33
Archibald Ferris	65	38
Joseph Perrcaut	60	60
Peter Warner	65	18
Ernest Davis	65	36
Harvey Gonzales	65	37
Frank Bowden	63	15
Harold Cooper	64	33
Melis Sloof	62	25
Verge Smelser	60	32
Harold Armstrong	65	20
Tryg Blix	63	20
Alexander McIntosh	64	35
Craig Pritchett	62	40
John Shipak	65	36
Thomas Hannah	64	15
William Hunter	64	32
Jack Temple	65	42
New Westminster		
Julius Keller	65	13
Blake Crane	62	19
Stephen Gall	65	27
Harvey Hurrutbise	62	27
Chemainus		
Ernest Birkland	65	34
Victor Zany	62	36
Arthur Seriani	62	25
Port Alberni		
Henry Schumacher	65	22
Victoria		
Glen Underwood	64	30
Prince Rupert		
Lloyd Willson	66	18
Local 514		
Thomas McPhail	65	37
Odd Kirkeberg	65	18
Charles Beatch	61	40
William Cyme	62	38
Richard Kriek	64	21
Lloyd Oates	62	35
George Brett	62	37
Robert Strachan	60	17
Charles McLean	62	30

1987. The trustees have been reviewing various pension plans structures for a number of months with a view to fulfilling the requirements of the Dalton Larson report.

The report, which was legislated into a collective agreement under the Maintenance of Ports Operations Act, requires "the trustees review the adequacy of benefits and investigate into the conversion of the plan into a money purchase plan. The Board of Trustees should be directed to report to the parties no later than July 1st, 1987. If the recommendation of the trustees are positive, part of its recommendation should include substantial additional contributions by the employers."

A "money purchase" pension plan refers to a plan where contributions are made to each member's individual account which accumulates over that member's years of service and purchases a pension for the member on retirement. The amount of pension would depend on the amount of money in the account and

the annuity rates which would apply at the time of retirement.

The present Waterfront Industry Pension Plan is a "defined benefit plan" which pays benefits at an established rate per month per year of service. Currently the rate is \$22.00 with a maximum service ceiling of 25 years. A year of service is one in which an employee works or is credited with at least 800 hours. Employer contributions are made on a lump sum basis (currently 5.88 million dollars per year) and pension increases are granted when the plan's investment performance creates surplus over and above that required to meet the plan's funding requirements.

"Converting to a money purchase pension plan creates many problems from the union perspective" stated pension trustee Dan Cole "the present plan provides standard benefit for each year of service up to the maximum. Under a money purchase concept the exact amount of pension would be unknown until the member actually took retirement."

In Memory

MAY-JULY '87

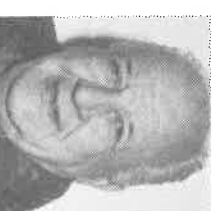
DECEASED PENSIONERS

Vancover	Age
Terrence Richards	61
William Ferguson	76
Cyril Feranck	67
Frederick Bowden	63
New Westminster	
Raymond Skelly	74
Edwin Ellington	69
Conrad Fergusonson	69
Port Alberni	
Ralf Newstead	74
Prince Rupert	
John Martinson	83

DECEASED ACTIVE MEMBERS

Vancover	Age
Cyril Baker	6
George Popovic	6
John Hammersley	4
Melvin Clark	5
Myron Smith	5
Francisco Reyes	6
Port Alberni	
Altal Leitold	5

FORMER TRUSTEE DIES



Long time trustee of the Longshore Pension and Welfare Plans Conrad Fergusonson of Local 502 New Westminster passed away suddenly on May 21, 1987.

Fergusonson served as

a Union trustee for the plans from 1964 through 1978.

"He was conscientious and hard working as a trustee of the Pension and Welfare Plans."

commented Union pension advisor an honorary ILWU member, Emil Bjarnason "He did an outstanding job selecting investments at a time when the Union trustees too over self management of the funds. Conrad diligence and persistence in dealing with various brokers resulted in a best possible deal for the pension fund during the change over."

Conrad Fergusonson also served as president of ILWU Local 502 for a brief period prior to his retirement in 1983.

Safety by Steve Bushell



Steve Bushell at Prince Rupert safety seminar.

SAFETY SEMINARS

This spring I was asked by the Canadian Paper Workers Union to develop a safety program for the workers who load the ships at CPU docks. It included a slide presentation and up to date information on ship safety and regulation changes. The CPU seminars were held in Port Alice and Port Mellon in April.

Then in June I held safety seminars for ILWU locals in Prince Rupert, Victoria,

Chemainus and Port Alberni. A seminar was also given to the BCMEA.

AREA SAFETY COMMITTEE MEETS

Safety representatives from all locals met for a Canadian Area Safety Committee Meeting on April 28. At my request Captain Dave Bremner and Captain Brian Johnson also attended the meeting.

They reported to the committee that all workers on ships are not covered by the new Canada Occupational Safety and Health Regulations under part IV of

the Canada Labour code (See below). They noted that there were changes to the tackle and unitized cargo regulations. It was also noted that there had been some recent problems with crane wire ropes supplied to the IHI cranes of Japan (this is the 4 lay wire). There have been some failures with runners that had shown signs of wear, or wire strand breakage.

If members would like more information on this or any other aspect of the Safety Committee meeting check with your local office where you are welcome to view copies of the minutes or contact your local Safety Committee representative.

NEW REGULATIONS

As mentioned above longshoreman are now covered by the new Canada Occupational Safety and Health Regulations under a revised Part IV of the Canada Labour Code.

Under these regulations you now have the right to refuse unsafe work, the right to be informed of existing or potential job hazards, and the right to participate in joint employer-employee safety and health committees.

Both the union and employers see some problems that arise with the new regulations. Ottawa was asked to extend the time before the regulations came into effect. This request was turned down by the government.

THE ILWU AND:

B.C.'s first general strike

On Saturday June 27th, my wife and I attended the Miner's Memorial Day at Cumberland, Vancouver Island.

The purpose of the annual Miner's Memorial Day is to:

- (1) Renew the commitment to strive for safe and healthy work places for all workers.*
- (2) Commemorate the miners killed in Cumberland's coal mines and other work-places in British Columbia, and*
- (3) To commemorate the life and contribution of Ginger Goodwin — Union Organizer and Labour Martyr.*

The murder of Ginger Goodwin in 1918 reflected the vehemently anti-union bias of government and business interests. The struggle of organized labour is never as graphic as when tens and hundreds of thousands of workers say "This is enough, we're not going to stand for anymore!"

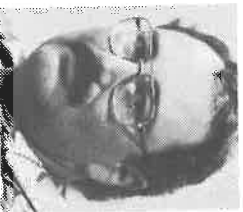
As a longshoreman who participated in B.C.'s General Strike of 1987 I felt drawn to those longshore brothers who participated in B.C.'s first General Strike brought about by the murder of Ginger Goodwin.

The following is a brief look at the summer of 1918 in Vancouver.

— *Chuck Zukerman*

The General Strike of 1918 was precipitated by war profiteering, inflation, a dramatic rise in the cost of living (30% in 1916 and 1917), loss of democratic rights, and the suppression of labour unions.

In 1917 with the passage of the Conscription Act men had to register with the government and carry exemption papers to prove that they were not eligible for conscription. In early 1918 Pete Sinclair, a longshoremen business agent and organizer, was pulled off the job for not having his papers even though he was over the conscription age. It took a two day strike to secure his release. The ILA was the only union that prevented the military authorities from interfering with its membership.



Zukerman

window and urged to explain to the mob his justification for calling the strike. When he managed to find an open window along the ledge to crawl into, the mob abruptly broke down the locked door to the room and threatened to force him out again.

Miss Frank Foxcroft, a telephone operator, saved Midgeley when she refused to let the soldiers force him out onto the ledge a second time. The soldiers instead took him downstairs and gave him to the mob which beat him up and forced him to kiss the flag. George Thomas a longshoreman, was also taken into an alley and beaten up and forced to kiss the flag. In the mayhem of that afternoon no one was safe on Vancouver's streets, anyone with an accent was accosted and men of draft age were interrogated.

Business interests and politicians organized a meeting at the Empress Theatre that evening calling for the deportation of all union activists that had called the strike.

Longshoremen's Hall Assaulted

The mob violence continued the next day when veterans, businessmen and other elements led by the Vancouver Police force stormed the longshoremen's hall.

Inside were 600 longshoremen who successfully fended off repeated attacks. When the assaults proved fruitless the longshoremen agreed to meet with a committee of the returned men who demanded that "the Trades and Labour Council, being in the hands of a bunch of men who did not represent the ideas of organized labor as a whole, should resign in a body and seek re-election." At a meeting with Labour Council President Ernest Winch, Private Devereaux of the returned veterans was persuaded that the veterans had been duped by business interests. To prove labour's good faith all the delegates to the Labour Council resigned but were immediately voted back in by their respective unions.

Government Retaliates

In the aftermath of the General Strike government attempted to "even the score" with organized labour. In July Robert Bor-den's Government issued the War Labour Policy (P.C. 1743) calling for the abolition of strikes and lockouts for the duration of the war. This government did nothing to enforce this law and so the employers' disregarded the fair wage and collective bargaining amendments in it. On September 28, 1918, the Government banned 14 radical organizations including the Social Democratic Party and the IWU (International Workers of the World). It outlawed any endeavors to bring about governmental, political, social, industrial, or economic change in Canada by the use, or threat of use, of force, or even defense of force. No meetings were allowed to be held conducted in Ukrainian, Russian, or Finnish. All longshoremen can be proud of their role in the labour history of British Columbia. More often than not Longshoremen held the front lines. 1918 was no different.

CANADIAN AREA NEWS

Local 518 settlement

Drew Rekunyk, President of Local 518, reported that a new agreement had been reached with 34¢ in the first year and 52¢ in the second year. Also achieved was an increase of \$500 in orthodontics to a maximum lifetime limit of \$2500, improvements in union security language and regan sample preparation work at Westshore which had been lost in an arbitration.

In addition Local 518 managed to have written into their agreement a work schedule of ten days on and four days off for all work. This ensures an even distribution of weekend work as well as a time off on every other weekend.

"Considering the times we're in," said Drew Rekunyk, "we feel our new agreement is pretty good. We even managed to get management to agree to an increase in our permanent workforce with the addition of three more jobs. That's not bad for a local with only forty one members."

"I would also like to make sure," continued Rekunyk, "that Frank Kennedy, who acted as our main spokesman during negotiations, is

MEMBER PROFILE

A "Union Man" retires

WATERFRONT NEWS associate editor Howe Smith talked with former Canadian Area president and longtime International Regional Director Craig Pritchett who recently retired at age sixty-five after some forty years on the waterfront.

When did you first start working on the waterfront?

I started shortly after I came out of the army in 1946, but my first association with the union was the installation of the charter.

My dad was going down to a meeting of longshoremen in Vancouver. At that time my father was the Secretary of the B.C. Federation of Labour, that was in 1942 or 43, and I was home on leave. I attended the meeting and saw the fragmented unions that were in existence in the port at that time come together for their first charter. The first steps on consolidation of the union were taking place that night.

What about the attempt at establishing the first charter here on the West Coast, what came about there?

Well, the first attempt was made in New Westminster. But it failed and they weren't able to put together a charter, so the International withdrew the charter in the interests of keeping harmony among the workers on the waterfront.

Why did it fail? Was it because the various unions couldn't agree?

Right. Basically it was a matter of getting them all together and thinking in one line in one port. From what I know of the history of the personalities involved, there was some conflict and the organizing attempt was unachievable and to try would have caused disunity at that time. The International at that time considered that the important local was Vancouver, which was the biggest local. At that time the most cargo was being shipped from Vancouver.

So Vancouver actually became the first organized in terms of an ILWU charter?

Yes. That was the first charter that was issued, although the first attempt had been made in New Westminster.

Did you immediately get involved in the union after the war ended?

I was a union man wherever I went whether I was packing a card or not. I did hold membership in the machinists union, but after the war that industry dried right up. It was a dead end. So I turned in the direction of the waterfront.

I was just part of a team of young fellows on the waterfront who set out to improve the conditions that had been good on the waterfront during the thirties until the strike and the breaking of the union.

When did you first get elected to the executive of the local union?

In the late 40s, I got into local 507. Prior to

aware of how much we all appreciate his efforts on our behalf."

The new two year agreement which became effective on January 1, 1987, has been ratified by a membership vote of 86%.

BCMEA Survey

In August 1986, Bill C-62 An Act respecting Employment Equity was proclaimed into law requiring federally regulated employers such as BCMEA to comply with this legislation. Under this Act employers are required to establish an employment equity program and report annually to the Government on the status of the program.

The BCMEA will be undertaking a survey in the near future to accumulate the necessary information to comply with the Employment Equity Act.

The purpose of the information will be to determine the distribution of the designated groups within the industry, and to determine whether there is need to establish special programs for under-represented groups.

Co-operation in the Employment Equity survey is voluntary.

getting in I was the spare board representative for the spare men in the local meetings. At that time did the different locals have different agreements?

They all had different agreements. Some workers were covered by separate agreements, some had no union at all. There was all variations. Our main task at that time was to ring the organized locals together and bring them into joint negotiations where it was possible.



Pritchett

At the same time we had what was known as the District Council. This was set up by the international constitution but it was a Canadian division. The district council didn't negotiate agreements then. During that period the discussions were around consolidating the union, bringing it together as an authoritative constitutional body. Ed Blixit (New Westminister), Roy Smith (Local 501, Vancouver Deep Sea), Vince Shannon (Local 510, Vancouver First Aid), and myself were elected from that district council to draft a constitution and set up the ground rules for the organization of the Canadian Area.

There were three basic rules — that the constitution had to be written up and presented to the membership, that a ratification vote had to be taken by referendum and the constitution had to be approved at a called convention.

It took us over a year to set that up and get that thing pulled together and then it went out to the rank and file. It was adopted by a vote of all of the affiliated locals to the district council, everybody had an equal vote. That led to the founding convention in 1959.

I ran that year for the presidency of the Canadian Area. Because I was from a small local and out of the competitiveness of the big deep sea local and the island, I was elected to the presidency.

So you were the first president of the Canadian Area?

Yes. I was the first elected president of the Canadian Area and held that office for three one year terms. Over those years, and after a couple of strikes in the industry, we were able to get one negotiating committee with two collective agreements — one for warehouse and one for deep sea.

This system of two master agreements held together for a couple of years. Finally this led to the consolidation of the whole industry under one industry agreement — one pension, one welfare, one wage structure. What we have today basically came out of this history.



Goodwin's grave today.

"A Worker's Friend"

Ginger Goodwin, the Secretary of the Western Federation of Miners at Trail (later the Mine, Mill & Smelter Workers of Trail), and the former Vice-President of the B.C. Trades and Labour Council, was exempted from conscription in 1917 because of an advanced case of tuberculosis. When he led a strike of Trail miners for an "8 hour day", the Conscription Board, at the instigation of the mine manager Blaylock, recalled Goodwin for another examination and reclassified him as "A."

Obviously a ploy to head off the strike, Goodwin went to Cumberland where he was well known and liked for his help during the protracted strike there between 1912-1914. The miners kept him in food while he was in hiding.

On July 26, 1918 Goodwin was fatally shot in the neck by Dominion Special Constable Dan Campbell, who tracked him down. In Vancouver the indignation of organized labour boiled over into a 24 hour General Strike, the first in Canadian History.

General Strike

The strike became effective at 12 noon Friday August 2, 1918. The street cars returned to their barn and workers throughout British Columbia walked off the job.

The employers saw their chance to crush labour once and for all. The Vancouver Sun headlined their edition "German or British."

The Canadian Manufacturer's Association, the Board of Trade, and the Daughters of the Empire sent 300 hundred war veterans at 3:30 p.m. to raid the Labour Temple at Dunsmuir

Reflections on the big strike

by Howie Smith

"Here the entire labouring population, with almost perfect accord, laid down their tools and brought the whole industrial apparatus to a standstill. To all practical purposes not a wheel moved nor a lever budged. An uncanny quiet settled over the acres of buildings. The din of commercial activity gave way to the murmur of voices in the streets."

Those words provide a compelling picture of what happened on June 1, 1987 when nearly 350,000 workers conducted a one day general strike here in British Columbia.

But these words weren't written about the recent strike in B.C. They first appeared fifty three years ago from the pen of American labour journalist Mike Quinn. They were written about the San Francisco General Strike of 1934.

Mike Quinn died 40 years ago this August. He was a former columnist for the ILWU International paper the DISPATCHER and a key writer for its predecessor, the rank-and-file "Waterfront Worker". Tragically Mike Quinn died from cancer at the young age of forty one. But in the short time span of fourteen years that Quinn worked as editor, writer, radio broadcaster and pamphleteer in the labour movement, Mike Quinn earned the respect of all around him.

Mike Quinn's chronicle of the San Francisco General Strike serves to remind us that in past and present battles the issues remain the same — the right of all workers to basic union protection.

The Strike Story

Starting first as a maritime strike, the dispute grew directly out of the refusal of maritime employers and ship owners to recognize the right of west coast dockworkers and seamen to bargain through the union of their choice.

Events came to a head after several days of striking when the employers announced that they would open the strike bound Port of San Francisco with scabs.

On Thursday, July 5, 1943 in a police attack, scores of workers were wounded and two men, Nicholas Bordois, a union cook working in the strikers' relief kitchen, and Howard Speery, a striking longshoreman, were shot dead with police bullets in their backs.

Four days after "Bloody Thursday" union workers 40,000 strong held a funeral march for their slain comrades. This was the lighting of the spark that grew in to the San Francisco General Strike of 1934.

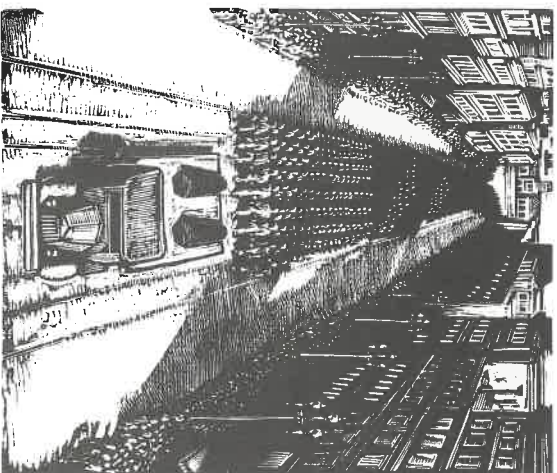
Here is Mike Quinn's description of that dramatic funeral procession in which he saw the formation of that spark:

Early on the morning of July 9th, a living sea of people filled Steuart Street outside LA headquarters and formed into the line of march. Approximately 40,000 men, women and children of every conceivable trade and profession stood silently with hats off in the hot sun, waiting for the services to end and the parade to begin.

The whole length of Market Street, from the Ferry Building to Valencia Street, was filled with mourners. Not a policeman was in sight. Longshoremen wearing blue armbands

directed traffic. No police badge or whistle ever received such instant respect and obedience as the calm, authoritative voices of the dock workers.

Labor was burying its own . . .



Six days after the funeral, the general strike began. In his book "On The Drumhead" from which these excerpts were taken, Mike Quinn wrote this description of the general strike:

San Francisco, in July 1934 underwent an experience unprecedented in the history of the nation. General Strikes on a small or partial scale had occurred before. In Seattle, just after the (first) World War, a General Strike of considerable proportions took place. But none of these were by any means on a scale with what happened in San Francisco. Here the entire laboring population, with almost perfect accord, laid down their tools and brought the whole industrial apparatus to a standstill.

To all practical purposes not a wheel moved nor a lever budged. An uncanny quiet settled over the acres of buildings. The din of commercial activity gave way to a murmur of voices in the streets.

Hastily scribbled signs and placards in the windows of small shops and restaurants read: "Closed till the boys win," or "We're with you fellows. Stick it out," or "Closed till the longshoremen get their hiring hall!"

At the conclusion of the strike of 1934 the strikers weren't able to win all their demands. The most notable win for longshoremen came when they gained control over their hiring halls, but the battle on this and other issues wouldn't actually be won for another three

years after even more battles were fought on the San Francisco waterfront.

B.C.'s General Strike Over Basic Rights

The strike only lasted one day. It didn't stop the government from pushing through their unfair laws. It hasn't stopped the secreted plans to de-unionize B.C. But we should not lose heart. The battle is far from over.

The B.C. Federation of Labour has started a boycott against all aspects of Bill 19. It started off with a bang when the offices of the Industrial Relations Council (the IRC is the body that is supposed to replace the LRB under Bill 19) were picketed on the first day of operation. In fact the labour boycott forced the IRC to cancel their first two hearings.

The battles will go on. Perhaps this one will take some time. But just like the battles on the San Francisco waterfront in the thirties, with

solidarity and perseverance, working people will win.

Meanwhile perhaps we should take time to get a closer look at our history and history of our brothers and sister.

Personally I recommend the writings Mike Quinn. (Note: Mike Quinn's books available through the ILWU International office.)



June 1st, and a paradox

By DON GARCIA

It must be really something to those not connected directly to the waterfront to watch how we as ILWU Canadian Area members and longshoremen conduct ourselves. They certainly see us as a tough and resilient union. Even when we appear to be thoroughly beaten we climb up and have another go.

We stand by ready to assist most causes if they are genuine and have made generous contributions to many unions undergoing stressful times. We never ask or beg for help. If someone does help us we are grateful but we have proudly continued to maintain a large degree of independence.

June 1, 1987 was a classic example. I would like to take this opportunity to thank all local unions for the contribution and support to the B.C. Federation of Labour's day of political protest. Everyone including those pie-card union officials denied themselves the earnings of June 1 but at the end of the day or the end of the year what does it matter. Those Bills are bad news, all three — Bill 19, Bill 20 and Bill VanderZalm.

All have an ulterior motive — to chop up the labour movement and destroy it union by union, then local by local, until the emasculation is complete and the trade union movement squats neutered and helpless before the inevitable onslaught.

Well we just can't let that happen. We have to be wiser than that. And we can't wait until a friendlier government is elected. The trade union movement must band together now, husband its strength, gather its power together and be prepared to use that power in the best possible fashion.

Our mettle has been tested. Our determination proven and I know we are all ready to act when necessary. "An Injury to One is an Injury to All" has never carried a more significant meaning. In another vein we seemingly face at present a paradox. Work opportunity in almost all locals has increased considerably. General and wood products are surging ahead 20%, bulk product shipments up 10% over last year. Container movements, even with the loss of Maersk, are ahead of last year.

The questions we have to ask ourselves is can this continue, number one, and number two, can we contribute to this growth?

In the face of adversity, legislation designed to cripple and thwart our legitimate aims, the controversy of the Weiler report, the extension of the work day in bulk, legislation in the provincial field that is impossible to swallow, the ongo-

ing court actions that we are involved in to protect our flanks and maintain the right to withdraw our labour, plus the right to free and unrestricted collective bargaining, can we be an active partner in promoting the west coast to get its share of pacific rim business marine-wise and thus obtain a little job security for all of our members? That will only come with cargo flow and cargo flow over our docks, not somebody else's.

We plan an integral part in the overall scenario from the manifest clerks in 517 to samplers in 518, to foremen in 514, to longshoremen on the ships and docks. We ultimately control the bottom line in any financial endeavour our member companies pursue.

by
Don
Garcia

Along The Shore



And that is the paradox: HOW, with all the forces aligned against us do we do it? And WHY? The WHY has already been partly answered. The frustrations that exist by the fact we gave the employers tremendous production right up to the lockout still rankle us. The distrust is still there. We are prepared to give them 100% production but not 150%. There is no tangible evidence that it would be rewarding so why spend the extra energy. It's just not good enough to have this productivity measured and paid for by a guy like Dalton Larson who piously decries the pittance he adjudicated us.

We've been burnt and it still hurts, and there does not appear to be any salve around to sooth our wounds. But that's the real world, the cruel hard world.

The problem we face is that no one wins in a war of attrition. Others may profit but they are not in Canada. Whereas we bear no malice aforesought to our American brothers we cannot help but notice some lines slipping away to do business in the U.S. of A. If this trend continues and if those lines take advantage of the superior infra-structure and intermodal abilities that exist in Washington, Oregon and California, enhanced as they were by deregulation, we could be hurt.

The paradox is a challenge and if we are as tough and resilient as we have always been we collectively can handle that challenge through common sense and longshore know-how. The time is no to evaluate the big picture. If all is not in order about the docks and if you personally feel you can contribute to our well-being, then get vocal and get involved. Speak out to your elected representatives, not to the boss or over coffee in the lunchroom. Do it. Get some action going. We all know the question. Give some definitive answers.

It is one thing to pluck a few feathers from the goose that lays the golden egg, it is quite another to kill it.

WATERFRONT NEWS

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