



ILWU Canada Waterfront News

Official publication of the International Longshore & Warehouse Union Canada

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50th Anniversary Edition



Dear Brothers and Sisters

At the request of The Canadian Area Executive Board, Emil Bjarnason the Director of Trade Union Research and I as the founding Canadian Area president wrote "A Look at Labour's Problems" as a reflection on historical and contemporary events of 1959. The objective purpose was to lay the foundations for a program of unity in the labour movement in Canada, the United States and to reach longshore unions across the Pacific. Canadian unions were up against internal political struggles, jurisdictional fights and seeking autonomy from international unions. Our goals were good working conditions, decent wages, amalgamated pensions and benefits and participation in the political discourse of the day. Unfriendly governments

coupled with anti union forces in the employer groups stood in our way of survival and progress. Fifty years has passed today on the anniversary of the I.L.W.U. Canadian Area. Look across our great country and around the world and we find many of the same issues pressing us today. High

unemployment, privatization, deregulation and deindustrialization, corporate fraud and bankruptcy are placing great burdens on unions and the whole working class. We must hold firm in unity, against those who would push us back into the poverty and social oblivion of the past.

Loyalty to union constitutional goals in Canada, the United States and around the world will determine our success.

For Peace and Prosperity,
Craig Pritchett
1st President of ILWU Canada



CRAIG PRITCHETT, founding President of I.L.W.U. Canadian Area proudly holds the flag of the first Pacific Maritime Conference held in Japan in 1959. **HARRY BRIDGES**, founding President of I.L.W.U. based in San Francisco and Craig were instrumental in organizing the conference to better the conditions of longshore and workers around the world through international solidarity. Craig was given the flag for his efforts on behalf of the union and it remains his proudest achievement.

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A Look at Labour's Problems (1959-1960)

By the Canadian Area written by *Emil Bjarnason* Director (TURB) and *Craig Pritchett* International Longshoremen and Warehousemen's Union

As we enter the 1960's, indications are that labour is faced with new and more difficult problems than any it has experienced since the "dirty thirties."

The gravity of the economic situation is sufficiently indicated by the fact that, although we are barely out of the 1957-58 crisis, and have by no means recovered full employment, economists are already predicting that the next major crisis will strike before the end of this year.

The invariable consequence of a crisis is increased unemployment. Just how serious a prospect this is may be judged from the fact that in the winter of 1959-60, a period of "prosperity", unemployment in Canada reached a peak of 15 percent of the wage-earners. This was the lowest midwinter peak of unemployment in three years, and even the year-round average for 1959 amounted to more than eight percent.

Viewing the fact that unemployment has been slowly, but steadily increasing for the last dozen years, and that in the present period apparently even prosperity does not bring with it anything like full employment, it is obvious that the labour movement is confronted with new problems beyond the scope of business as usual collective bargaining. New policies are needed.

THE PERIOD OF EASY CONTRACTS IS OVER

Since wartime, the trade union movement has found it relatively easy to concentrate on negotiating agreements with annual or bi-annual wage increases, and gradual improvement of working conditions and fringe benefits.

Throughout most of this period, the problem of jobs has been taken care of. The enormous task of post war reconstruction in Europe and Asia created unusually good markets for North American goods for a period of years, and the period was prolonged by heavy military expenditures during the cold war. Relatively good demand for goods and for labour lessened the resistance of employers to wage demands.

During this period of comparatively easy collective bargaining, the trade union movement has let its guard down and fallen into bad habits. In the absence of the need for militant struggle, it has been all too easy to fall into bureaucratic methods; to look with complacency on the dwindling rank and file participation as exemplified by small and perfunctory membership meetings; to concentrate on the selfish interests of particular groups, as in jurisdictional struggles, while ignoring the general interests of the working class as a whole.

Imperceptibly, perhaps, but relentlessly, the employers have capitalized on this situation to tie labour's hands for the future. Gradually, we have had imposed on us the increasing restrictions embodied in Bill 39, the Criminal Code amendments, and finally Bin 43. It is characteristic of the process that the shackles contained in this last bill were imposed on us with a minimum of organized resistance.

Life is now catching up with us. The existence of chronic unemployment in itself compels us to revise our approach, because high wages and good conditions cannot coexist indefinitely with masses of hungry men desperate for work.

THE EMPLOYER ATTACKS

The employers have seized on the employment to try to discourage the workers from fighting for wage improvements. Their approach, which has been echoed by journalists, professors, and even some people in the labour movement, has been that by winning wage increases, labour is pricing Canada out of the world market.

Is this true? Have our costs and prices risen more than those of the countries that are allegedly competing with us for export markets? The following table, taken from United Nations sources, shows that Canadian prices have in fact risen less than those of the great majority of other countries. Japan, for instance, has had two hundred and fifty times as much price inflation as Canada since pre-war days:

Increase in Wholesale Prices of Principal Countries

Increase in Wholesale Price Index from 1937 to December 1959 Percent		Increase in Wholesale Price Index from 1953 to December 1959 Percent	
Venezuela	74	Italy	-1
Switzerland	106	Switzerland	1
CANADA	112	Japan	1
United States	112	Portugal	1
United Kingdom:		Belgium	3
Finished Goods	112	CANADA	4
Basic Materials	151	Costa Rica	5
West Germany	133	Denmark	6
Costa Rica	134*	Philippines	6
New Zealand	172	Venezuela	6
Portugal	180	Australia	7
Sweden	182	West Germany	7
Union of South Africa	192	Netherlands	7
Norway	203	U.S.A	8
Denmark	203	Union of South Africa	8
Australia	234	New Zealand	9
Philippines	253	Sweden	10
Netherlands	269	United Kingdom:	
Belgium		Finished Goods	12
Egypt	304	Basic Materials	3

India		Norway	12
Mexico	500	India	13
Iran	766	Egypt	17
Spain	970	Finland	24
Israel	1,390	Greece	29
Finland	1,671	Iran	30
Peru	1,720	France	30
France	4,233	Mexico	44
Italy	4,850	Israel	49
Chile	10,120	Spain	50
Japan	25,150	Chile	1,023
Greece	64,400	*from 1938	

SOURCE: U.N. Statistical Yearbook 1958 - U.N. Monthly Bulletin of Statistics, April 1960

MECHANIZATION AND AUTOMATION

It is true of course that many unions have recognized the threat to our jobs from the accelerated pace of mechanization, and the appearance of automation in recent years.

Contracts have been negotiated which sought to alleviate the hardship of layoffs, and to give labour some share of the benefits of mechanization. In the more glaring instances, these merely provided for profit sharing schemes by which those workers who retained their jobs received some share in the increased production. In other instances, a real effort was made to compensate those who were displaced from their jobs by means of supplementary unemployment benefit or severance pay of some kind.

In almost all cases, however, the benefits have been geared to some sort of rule which confined the major benefit to those workers least likely to be layoff while disqualifying the junior employees who would be displaced first.

Up to now, no union has signed contracts which would ensure the workers that the increased wealth they produced through mechanization would be used to ensure their jobs and their standard of living, instead of throwing them onto the labour market.

There are innumerable examples, in British Columbia and elsewhere, of ghost towns where whole communities have been out when technology made their occupations obsolete. Notwithstanding excellent collective bargaining contracts with fine welfare and security provisions, the workers have been left without jobs, without homes, without pensions. In less spectacular form, some things happen wherever jobs are replaced by machines.

A NEW APPROACH

The International Longshoremen's and Warehousemen's Union is pioneering in a new approach to the problem and consequences of mechanization.

In the judgment of our membership it is not enough that we enjoy good contracts with a high degree of control over hiring, good wages, work rules, pensions and welfare plans. The best wages and working conditions in the world are of no benefit to a worker once his job has been taken by a machine.

Faced with the imminent threat of widespread mechanization, it is now necessary, above all, to protect our jobs. A shutdown, or drastic fall of work opportunity in -the port of Chemainus, Port Alberni, New Westminster, Victoria or Vancouver, would be just as disastrous under our present contract as it has been in the coal mines, or in the automated automobile centres.

The I.L.W.U. is not opposed to mechanization. We recognize that the increase in productivity resulting from mechanization makes possible advances in the living standards and working conditions of the workers. However, employers do not introduce mechanization for the purpose of improving living standards or reducing the work load. Their objective is to increase profits, and if the adverse effects of mechanization such as layoffs, short time, or speedup outweigh the benefits gained by the worker, the employers will not be concerned.

Our objective is to see that in the introduction of mechanization, the adverse consequences are held to a minimum, and that the workers obtain their just share of the benefits resulting from it.

The I.L.W.U. program, as worked out by our American membership in negotiations with the Pacific Maritime Association, comes to grips with the problem by ensuring the job opportunities of the membership.

Essentially, this program provides for the membership of the share in the benefits of mechanization through the medium of a mechanization fund, which will be used in the following ways:

1. Where there is a local shortage of jobs, while other ports have labour shortages, the fund will be used to pay for moving the workers from the one port to the other.
2. Where mechanization makes some jobs obsolete, while creating new jobs with unfamiliar skills, the fund will be used to re-train the men whose jobs have been eliminated,
3. Where there is an over-all shortage of work opportunity, the retirement age will be lowered progressively to 64, 63 or 62 -years, with the mechanization fund being used to increase the pensions to a level adequate to compensate the men for lost earnings.
4. If after the above steps have been taken, there is still a shortage of work opportunity, the fund will be used to make up the wages of the remaining membership to the equivalent of 35 hours pay per week.

Thus, in effect, the plan is designed to ensure that no matter how much labour

Continued on page 3

LABOUR PROBLEMS: *Continued from page 2*

may be saved by mechanization, it will result in no layoffs. The jobs of the existing membership will be guaranteed.

The I.L.W.U. in Canada is negotiating this year for a similar type of plan.

GENERAL PERSPECTIVES

The I.L.W.U. mechanization plan is not the final solution to problems facing the workers in this period. It is an example of an approach to the problems which takes into account the interests of the workers as a whole, seeking to compensate those who actually suffer from change and to guard the labour movement against being divided against itself.

However, the problems which can divide labour against itself go far beyond the question of contract clauses and methods of dealing with mechanization.

In the wake of the C.L.C. convention, 38,000 teamsters have been expelled from the Congress, thereby increasing the number and strength of the unions that stand outside the ranks of the official labour movement. This creates grave dangers for the trade union movement.

The teamsters have been expelled for raiding. Their position outside the Congress creates the possibility of raiding by Congress affiliates on Teamsters' jurisdiction, and in the eyes of many union officials, we are sorry to say, makes such raiding legitimate.

There is acute danger, therefore, that at the very time when labour is in greatest need of unity, it will be torn asunder by internecine warfare in which each side seeks to strengthen its own position by carving up the jurisdiction of the other.

It is not easy to see how this will contribute to the struggle for better wages, shorter working hours, jobs for the unemployed.

On the contrary, it is easy to anticipate that the selfish struggle for jurisdictional advantages will be grist to the mill of the employers. It will help them to discredit labour in the eyes of the public and encourage further anti-labour legislation, while weakening labour's resistance to such measures.

In these circumstances, it will be the I.L.W.U. policy to seek to preserve working relationships, and unity at all levels around common problems, regardless of formal affiliations.

PEACE AND TRADE

Longshoremen are, of course, directly interested in the question of trade. Our position has been for many years that Canada should recognize the government of China and begin to trade with it.

We cannot, however, view this as a simple sectional demand which happens to be in our own immediate interest. We recognize that the real obstacle to all-out world trade is the cold war. Trade and jobs would be a great deal closer without American and Chinese military bases facing each other across the Formosa straits. Conversely, neither trade nor jobs will exist in the rubble following an atomic war.

The major responsibility for winning our country to an unequivocal position on disarmament, trade, and the other issues involved in liquidating the cold war, lies with the labour movement. Unfortunately, the labour movement is lagging behind intellectual and professional groups in advancing the desire of the people for peace.

CANADIAN AUTONOMY

The I.L.W.U. has been fortunate in that, although it is an international union,

the Canadian section of the union has always been free to run its own affairs without interference from international headquarters.

Unfortunately, the same cannot be said of some other international unions. The experiences of the electrical workers, the labourers, the ironworkers and many others have served only to give labour a black eye, and to stifle democracy in the Canadian locals.

With proper recognition of the democratic rights of members, such as exists in our union and many others, there is no contradiction between Canadian autonomy and international unionism. On the other hand, by such actions as the recent expulsion of the ironworkers' officers, certain internationals are forcing their members into the position of having to choose between democratic rights and international dictation. This can only lead to further splitting and weakening of the labour movement.

In these circumstances, policy of the Canadian labour movement can only be one of all out support to workers who are struggling for their right to manage their own affairs. Ultimately Canadian locals dominated by American internationals must give place to autonomous Canadian unions fraternally affiliated with their American counterparts.

While opposing the domination of Canadian unions by international headquarters our union is actively interested in promoting genuine international fraternal relations.

For many years the I.L.W.U. has championed the idea of exchanges of delegations between the trade unions of the world and has taken its part in such delegations. Thus in May 1959, we participated in the Pacific Asian Dock Workers' Conference in Tokyo, where delegates from many countries discussed questions of mechanization, safety, mutual assistance and world peace and trade.

This summer, 24 rank and file delegates of the I.L.W.U., including two from Canadian locals, are visiting 21 foreign countries to study their trade union movements and report back to the membership.

SOME CONCLUSIONS

The outlook is not a bright one. But when has it ever been for the working people? The only time when the prospects for moving ahead look good is when the rank and file is on the move, and by their own militancy and action the members bring about new gains and new benefits.

This still remains the key. In the years since World War II and the prosperity of the Cold War, many unions made gains the easy way riding the crest. This wave is ebbing, and unions which have forgotten how to fight will have to re-learn the lesson or suffer the consequences.

Unity, understanding and solidarity are the foundation stones of union strength and union gains, whether in collective bargaining or in political faction. Coupled with a **unified** movement must be the determination to maintain an independent movement. Unity and independence with these two conditions the labour movement can successfully begin to meet its responsibilities to the Canadian working people and the Canadian

The alternative is to face a future of shrinking size and declining influence, of accommodating the union movement to the standards and objectives' of business, the press and the politicians. The benefits from this route will come only to, a handful of top labour officials, the rank and file will get the crumbs and left-overs.

**President's Report****Tom Dufresne, President**

to the Supreme Court of Canada. The Federal Court ruling is available on our website, www.ilwu.ca.

The Longshore Locals have met in caucus during the month of June and developed a program for bargaining based on membership submitted resolutions. Negotiations will start in December 2009 with the BCMEA. While the Union caucus has been preparing to meet in good faith, the Employer has spent the last year lobbying the Federal government to eliminate our "right" to free Collective Bargaining. BCMEA Andy Smith, Greg Vurdela, and Mike Leonard have met with numerous Federal Cabinet Ministers and their Deputies all the while denigrating our members. The government has responded by appointing several different groups under the Asia Pacific Gateway Strategy, to review is-

such as competitiveness, productivity and People human resources. The Longshore Local Presidents have responded and made presentations to these groups and have replied to the employer's attack list. To date the employer has not achieved his stated goal.

During 2008, the government appointed a fact finder, Peter Annis to review "Work Stoppages in the Federal Private Sector". Mr. Annis traveled the country soliciting input from workers and employers. The final report contained three consensus recommendations which have been endorsed by the CLC and ILWU-Canada. The BCMEA and their members companies must not have been satisfied with the report and therefore are seeking special treatment and assistance to do what? The Union officers will

continue to defend the "right" to free Collective Bargaining" in the coming months with a plan

Given that 2009 marks the 50th anniversary of the founding of ILWU Canadian Area and the 75th anniversary of the Great strike and founding of the ILWU perhaps it is appropriate to reflect on the past. The struggles that made this union! The employer's attacks we face today are not that dissimilar to the attacks the founding members faced although physically less violent now; the tactics are the same. "Undermine the union, its' officers, create a sense of fear, divide the workers"

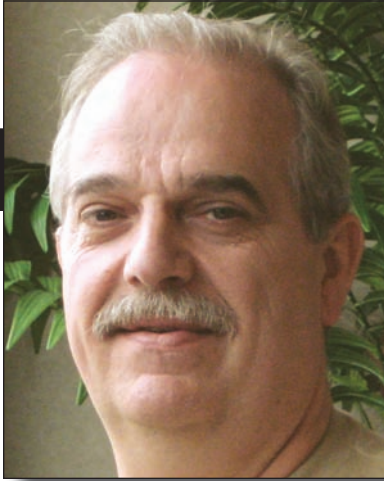
As many of you are aware there has been a barrage negative press surrounding the work place in the Port of Vancouver. While ILWU Canada has responded to some of the publicity, the Union has been rather hamstrung in responding to these attacks given the current Local 500 case before Industry Arbitrator, Robert Pekeles.

The BCMEA's latest gambit declaring that they will unilaterally hire 200 females and assign them preferential training and dispatch is not about ending harassment in the workplace, it is about disrupting the Union.

Greetings Sisters and Brothers, As we come to the end of the long hot summer of 2009 there are a few items of note to report.

Marine Transportation Security Clearance Program, (MTSCP): The Federal Court of Appeals has released its' decision on our appeal. The Court has ruled that the government was within its rights to implement the clearance program and that the program does not infringe our rights contained in the Canadian Charter of Rights and Freedoms.

The Officers and Local Presidents have reviewed the available options and have directed the legal team to proceed with seeking Leave to Appeal



1st Vice-President's Report

Bob Ashton Organizing/Joint Industry, Labour Relations

man beings, to organize, to secure a fair share of the fruits of their labour.

Those are pretty heady words and what do they mean to you. It is after all the preamble to our constitution of the International Longshore and Warehouse Union, Canada. I thought I would put it in this column as I do not know how many have read it. Lately we have seen some articles in the paper that could be considered discouraging and leave some of you wondering what the hell is happening. Well some of it is growing pains, some of it is true, some of it is not true.

What is true, is the employer latched onto it to try and drive a wedge into our organization. The employer is trying to split us on a couple of fronts Sister against Brother, Union Member against casual. Well you get the idea because the employer knows the best way to try and defeat us is to do it from within. They have tried before you know but we have always closed ranks and stuck together and we will again and again and again.

Remember whatever you read in the paper is not always true, although certainly the paper may have some facts that are true, it is how they bend the story to do the bidding of the employer, because of course the paper is also an employer and they are not about to land on the side of workers to say that the employer has the responsibility to provide a harassment free work place, it is the employers responsibility to supply a safe work place, it is the employers responsibility to provide training and so on.

The employer is trying to use the paper to move its agenda in Ottawa by making the union look to be at fault for any problems that may be occurring to get Ottawa to act prior to negotiations. This of course is rubbish, we may make mistakes from time to time but at the end of the day the union is the members, and the members are the union. We come in all shapes and sizes and we the union have a collective agreement with the employers that they should try to live up to and if they don't we will try

and kick them back into line.

We the Union strive to look after the best interest of our members because they are the Union, pretty simple right. So when you have a problem report it. If you think your being harassed report it. Read your collective agreement and learn your rights. Ask your officers or executive members if you have a question, if they don't have the answer, ask them to get it, that is their responsibility to you.

Together, there is no obstacle too great because your Officers and Executive members will know that you are their standing shoulder to shoulder with them, in a democratic organization where everyone has a voice. If they make a mistake they know you are there to support them, dust them off and get them back in the fight for our working rights, our political rights and our civil rights.

On another note, I would like to say that we are losing one of our very best members to retirement, this person has served the Union for over nineteen years, ever since her unit was organized into Local 517. She has helped negotiate, I believe, just about every Collective Agreement for her Unit. She has been the Shop Steward who looks after the local's issues both in the office and outside the office. Virginia Persson will definitely be missed both by her peers and her employer. Virginia works for the Nanaimo Port Authority or should I say as of July 31st did work for the Port. Enjoy your retirement Virginia.



2nd Vice-President's Report

Steve Nasby Education and Training

I hope you all had a safe and enjoyable summer? Last year I started a project to compile some history on the Tahsis struggle to organize in 1961. It has been a very interesting and educational undertaking to say the least. After many meetings with pensioners I have been able to put together a DVD which will be ready in October. Stories and actual 8mm video of the strike makes this a real tool for education and history lessons.

I'll get copies out to all locals and assist in any history courses you may want to do on Tahsis. I will be doing a follow up advanced Labour arbitration course this fall if possible, and if you have any ideas or courses your Local is wanting give me a call at the Area office.

In solidarity Steve Nasby



Loading lumber at the **PORT OF VANCOUVER**
Photo courtesy of **MIKE BROWN** ILWU, retired

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Local 400

International longshore and Warehouse Union Local 400 Seafarers Local 400 represents deckhands, cooks, cook deck hands, bargemen, and apprentice engineers working on the towboat fleet. We represent crew members on launches Coastal freighters, waste removal and tourist vessels.

Our offices are in the Maritime Labour Center where other waterfront unions have their offices. The owners of the building are ILWU local 400, Local 500, the Marine Workers and Boilermakers Industrial Union Local #1 and the United Fishermen and Allied workers Union. Local 400 operates their dispatch from their offices, that provides a fair and orderly system of rotary dispatch for union members, this control by the union prohibits the employers from showing favouritism and blacklisting union activists from work.

The amalgamation of ILWU Canada and local 400 was a natural development of the two unions. Local 400 and the ILWU have had a long standing Trade Union relationship since Local 400 was formed following the strike at Northland Navigation in 1959. Over that period of time Local 400 has negotiated collective agreements with the owners of the companies and has been successful in achieving good wages and benefits that give the seafarers also time off provisions, called "Laydays" that compensates for the long hours of work they are required to perform in this industry when working.

There is also a strong affinity between our two unions because of our work for the same group of employers, the same employers who are consolidating their strengths, by organizing on a world wide basis, and are involved in disputes around the world. Seafarers and Waterfront Workers have to strengthen our own International relationships with the International Transport Federation and other emerging coalitions of Dock workers for our mutual survival. Solidarity Local 400 has been a member and has worked very close with the International Transport Workers Federation (ITF) for over 40 years, we have been formally, involved in the ITF flag of convenience Campaign since the 1970' through the efforts of former President Tom McGrath. A local 400 member has been an ITF inspector since the Flag Of Convenience Inspectorship program began over 30 years ago.

The ITF inspector visits deep sea ships and makes sure that the seafarers have union agreements, are paid properly, have reasonable working and living conditions and receive proper medical care when necessary. The support offered by the longshore locals for the work of the Inspector has been extraordinary and it is that support that provides the inspector with his clout. The work of the inspector and support of longshore has resulted in real improvements for deep sea sailors over the years. Our Inspectors have secured hundreds of thousand of dollars of pay claims for deepsea sailors and their hard work has resulted in Vancouver being a favourite International port for successful seafarer job action.

The principle of trade union Solidarity is the cornerstone of local 400. We contribute to strike funds and support other unions in their struggles. We recognize and support initiatives that advance the interests of the working class.

50th Anniversary Edition

I.L.W.U. HISTORY

- 1800 - 1867** • Friendly Societies and Labour Circles, the forerunners of Unions are formed.
- 1835** • Coal discovered in Nanaimo. - First occupied by settlers in 1863.
- 1849** • October - The barque, "Collooney" shipped 42,270 board feet of lumber to San Francisco from Vancouver Island; most likely Fort Victoria.
- 1850** • B.C.'s first strike. - Miners working at Fort Rupert struck the Hudson's Bay Company. All strikers were jailed.
- 1858** • Gold rush in the Cariboo. - 22,000 men pass Fort Langley.
- First coal loaded out at Departure Bay wharf and Newcastle Island in Nanaimo.
- 1859** • Queensborough incorporated as New Westminster. - The brig "Island Queen" is the first commercial passenger vessel to travel BC waters exclusively. Berthed in New Westminster.
- Bakers in Victoria organized but organization short lived.
- Two wharfs were built in the city of New Westminster; the Government Wharf, which was rented to the Steam Navigation Company and the Liverpool wharf built by Harris and Company and finished in 1860.
- 1860** • The San Francisco-based barque the "Vickery" was the first to load cargo at the port of New Westminster.
- 1860 - 1865** • 104 vessels ship 18,672 tons of cargo through New Westminster.
- 1861** • Edward Stamp started the first export mill in B.C. named Anderson Mill; it was built on the Alberni Canal on the West Coast of Vancouver Island. The mill closed in 1864.
- 1862** • George Scrimgeour, Thomas Graham and Phillip Hick opened the Pioneer Mills at the mouth of Lynn Creek in the winter of 1862: Purchased by John Oscar in 1864 and renamed "Burrard Inlet Mills". S. P. Moody acquired the mill in 1865 and renamed it "Burrard Inlet Lumber Mills". Reorganized after Moody's death in 1875 and renamed "Moodyville Sawmill Company", - the Mill closed in 1901 after having been the largest source of income for B.C. in the previous 20 years. Sold to B.C. Mills Timber and Trading Co. headed by John Hendry in 1902. Burned down in 1916.
- Printers in Victoria form a union.
- First ships loaded in Chemainus.
- 1863** • August - First shipment from Pioneer Mills was 25,000 feet of 3" planks for the New Westminster levee aboard a barge towed by the Steamer "Flying Dutchmen".
- Ports in Burrard Inlet shipped lumber to New Westminster and points beyond. Lumber was shipped to San Francisco, England and Australia.
- First export lumber loaded in New Westminster.
- The first Western Canada railway operated by the "New Vancouver Coal Mining Company" was formed to move ballast and coal in the Nanaimo area of Vancouver Island.
- 1864** • Pioneer Mills bought by Sewell Prescott Moody and re-named Burrard Inlet Lumber Mills. Their first foreign shipment was 277,500 feet of lumber and 16,000 pickets aboard the "Ellen Lewis" for Adelaide Australia.
- First docks built in New Westminster.
- 1865** • The community of "Moodyville" was established around the Burrard Inlet Lumber Mills. Four deep-sea ships are loaded with lumber for export.
- Edward Stamp established his "British Columbia and Vancouver Island Spar Lumber and Sawmill Company" originally at Brocton Point and later moved to the foot of what is now Dunlevy Street.
- S.P. Moody acquired the mill.
- 1866** • Vancouver Island and the Mainland become one colony.
- 5 vessels loaded at Moodyville in North Vancouver.
- 1867** • Knights of St. Crispin begin organizing in B.C.
- Stamp's Mill loads 5 vessels with 650,000 board feet of lumber.
- Edward Stamp opened his second mill known as "Stamps Mill" and renamed it Hastings Mill in 1874, and was demolished in 1928.
- 1868** • Victoria is designated as the capital of B.C.; moved from New Westminster.
- Stamp's Mill loads 15 vessels. 18 additional vessels loaded at the second steam powered mill at Moodyville.
- 1869** • 24 vessels loaded at Moodyville Mill. The population of Moodyville is 200. Stamp's Mill loads 21 vessels and employs 400 men.
- The Knights of Labour is formed. Originally called the Noble and Holy Order of the Knights of Labour, founded by Philadelphia tailors. Its motto was "An injury to one is the concern of all".
- 1880** • Dunsmuir coal wharf built in Departure Bay in Nanaimo.
- Charles Cates built a cargo handling wharf at the foot of Lonsdale Avenue in North Vancouver.
- 1881** • A land grant of 25,000 acres was given to the Canadian Pacific Railway, (CPR) in exchange for extending its rail line from Port Moody to Granville (Vancouver).
- 1883** • March – the vessel "Duke of Abercorn" laden with steel for the CPR railway docked at the Government wharf in Port Moody that had a frontage of 403.5 meters set on more than 20,000 pilings. An adjoining warehouse was 64 meters long and 14.6 meters wide.
- The Trades and Labour Congress of Canada (TLC) was formed. Folded into the Canadian Labour Congress, (CLC) in 1956.
- 1884** • In 28 years prior to 1912 373 men killed in Nanaimo mines.
- 83 men at Wellington.
- 180 men at Nanaimo.
- 50 men at Extension (Ladysmith).
- 69 men at Cumberland.
- 1886** • July 27 – The "W.B. Flint" carrying a cargo of tea for New York arrived in Port Moody.
- The Granville settlement becomes chartered as Vancouver, a city with a population between 400 to 1,000 people. Two months later the "Great Fire" burns Vancouver to the ground.
- The first election is held and Alexander Maclean supported by the Vancouver Weekly Herald Newspaper is elected mayor.
- The CPR links rest of Canada to Port Moody, a city of 2500.
- CPR extension completed to Vancouver with a 6,000 acre bonus given to CPR.
- The Knights of Labour had over 700,000 members.
- The American Federation of Labour, (AFL) was founded. Made up of skilled craft unions in opposition to the Knights of Labour.
- First inbound cargo of tea from Japan arrives in Port Moody.
- The first CPR dock and trestle bridge built at the foot of Howe Street in Vancouver.

Local 500

In 1966 the amalgamation of seven ILWU Locals to form Local 500 created a labour organization that because of overwhelming numbers was in a much better position to protect all the former Local's jurisdiction and future work opportunities of its members. Throughout the years the amalgamation has expanded the work opportunities of all its members and has continued to reorganize itself into a diversified local that now represents the greatest majority of workers involved with the movement of deep-sea and local cargos in the Vancouver and Squamish local areas. Amalgamation has continued with the additions of:

ILWU Local 517- Crane Maintenance Employees in 1986

ILWU Local 506- Marine Checkers in 1987; and

ILWU Local 518- Cargo Testers and Samplers in 2003.

Along with these new members came jobs that the Local had not previously been called upon to service, and requires a continuous learning curve for its Officers and Executive members. The officers and executive members of the Local are as diversified as the membership, and are in constant communication with all aspects of the industry. Although the negotiation and administration of the longshore contract takes up a lot of time and effort, the Local is directly involved in many other contracts and agreements that require the same kind of time and effort as the longshore contract. Continuing to police the contracts and jurisdiction of all the former locals is challenging and ongoing.

Local 500 is involved with many community and activist organizations that support worker and political activities on the lower mainland. Local 500 members and officers are up front and center when there are issues that affect our members within the labour movement and others in the community who need our help.

One of the most worthwhile endeavors that the Local has been involved with, was the concept and the completion of the Maritime Labour Centre. Because of the foresight of past officers of the Local who were wise enough to realize that the strength of the labour movement is in the unity of its Unions, they developed a plan to put together a Labour center that would house a number of local unions that were on the more "progressive" side of the labour movement. The original unions, or owners, all had shares in the building. The renovation and the day to day running of the building was shared by a board of directors who were represented on the basis of their ownership shares.

Local 500 has now assumed more of an ownership position with a number of labour organizations now in the building as renters. The other two owners are ILWU Local 400 and the Marine Workers Union Local 1.

Currently the Maritime Labour Centre is a beehive of activity with many unions, political and activist organizations using the buildings facilities on a daily basis for functions that advance the cause of workers in this province. We all owe a debt of gratitude to our former Secretary Treasurer, Dan Cole, who did an outstanding job co-coordinating the renovation and completion in 1983 of the Maritime Labour Centre, and especially

- 1887 • First dock built at the foot of Carroll Street in the Vancouver Harbour was called the City Wharf.
- June 13 - The "S.S. Abyssinia" chartered by the CPR arrived from the Orient with a cargo of tea, silk and mail bound for London, England. This was the beginning of the Trans-Pacific, Trans-Atlantic trade using the new railway.
- 1888 • Knights of Labour organize the waterfront as an "industrial union." They sign up 80 longshoremen. Population of Vancouver is 8800.
- February 17 - Vancouver's oldest Union, the International Typographical Union Local 226 is issued a charter.
- The port of Union Bay, situated on Vancouver Island between Courtney and Nanaimo was a major shipping port for the Union Coal Company's mines. Huge docks were constructed for seagoing freighters. Shut down in 1960.
- Percy and Ernest Evans and George Coleman established Vancouver's first deep-sea dock at the foot of Columbia Street. The Evans, Coleman and Evans dock was hit by a ship on June 1, 1899 that took out 25 feet of dock and sheared off the warehouse roof.
- 1889 • The first Vancouver dock "The City Wharf" located at the foot of Carroll Street was taken over by the Union Steamship Company and became known as the Union Wharf.
- John Hendry bought Hastings Mill and renamed it B.C. Mills, Timber and Trading.
- 400,000 tons of coal from the Nanaimo Colliery, the Wellington Colliery and the East Wellington Colliery were shipped to California, Oregon, Alaska, Hawaii, Japan and China from Departure Bay, Nanaimo.
- September - The "Titania" carried first shipment of canned salmon from Britannia Cannery in Steveston, to London England.
- 1890 • Longshore wage rates: \$0.35/hr dayshift, and \$0.40/hr night shift, working a 9 hour shift.
- Vancouver Longshoremen affiliate to the newly formed (1889), Vancouver Trades and Labour Council.
- The first shipment of raw sugar, 250 tons, arrived in Vancouver aboard the S.S. Abyssinia from the Philippines.
- B.C. Sugar Refinery opened, which included its own dock known as Rogers Wharf.
- North Pacific Lumber Company built a mill and export wharf at what is now known as Barnett Marine Park in Burnaby. Destroyed by fire in 1946.
- 1891 • CPR's "Empress of Japan" and "Empress of India" arrive in Vancouver to establish their Empress Line service.
- The Ross McLaren sawmills at Millside, later known as Fraser Mills, built in 1889 finally began operation.
- Now 13,000 residents of Vancouver.
- Federal Labour Day holiday established.
- A cannery and wharf was built by the Great Northern Cannery Company at Sandy Cove in West Vancouver: Now the 4100 block Marine Drive. Sailing ships brought tin from England and returned with canned salmon. The Cannery operated until 1950.
- 1892 • International Longshoremen's Association, (ILA) founded as the National Longshoremen's Association of the United States. Changed their name in 1895 after organizing in Canada.
- 1893 • Union Docks, Ocean Terminals and Balfour Guthrie built.
- First wharf built on Protection Island, Nanaimo Harbour 400 feet from coal seam.
- June 9 - Canadian/Australasian service was inaugurated with the Steamer "Miowera".
- 1894 • First pulp and paper mill built in Alberni, B.C. by William Hewartson and Herbert Carmichael.
- 1896 • A separate Vancouver Longshore local withdrew from the Knights of Labour with a membership of 80. The Union won a month long lockout/strike against Pacific Coast Shipping Company. The issue was over company interference with a walking delegate.
- The union did not win against Union Steamship Company after a one month lock out and the threat of the importation of strike breakers from Seattle, led by a notorious union smasher "King Seattle." The union ended the lockout/strike by returning to work under the previous conditions.
- 1897 • Hamilton Powder Company ships first shipment of black gunpowder from its wharf in Departure Bay, Nanaimo. The company was bought by Canadian Explosives who moved the operations to James Island in 1913.
- 1897 - 1898 • Chemainus' three Wharfs: the Long Wharf, the "T" Wharf and the Transfer Slip, were built in Chemainus, Oyster Harbour for the export of coal.
- 1898 • Fire destroys New Westminster but it is rebuilt in a few months.
- 1899 • First major cargo of grain, and bagged oats shipped to South Africa to feed British horses during the Boer War.
- 1900 • Vancouver Stevedores struck for six months when the employer insisted on taking over the dispatching. The Employer, Pacific Steamship Lines, brought in Japanese strikebreakers. Japanese members of the Canadian Pacific Freight Handlers Union struck in support of the Stevedores until strikebreakers withdrew.
- 1901 • Moodyville Sawmill Company, formerly Pioneer Mills, closed.
- 1902 • Moodyville Sawmill Company sold to B.C. Mills Timber and Trading Co. headed by John Hendry.
- 1903 • Longshoreman had left Knights of Labour in 1896. Union was smashed by CPR who used special police and scab labour. Frank Rogers was a member of the Fishermen's union at the time of his murder. He was being used as an organizer of longshoremen in their support of the CPR freight office employees who were on strike. A CPR special constable, Alfred Allan was charged with the murder along with a strike breaker, James F McGregor, who had boasted of shooting a man. After a three day adjournment of Court they were found innocent.
- 1903 - 1912 • The ILA was established in 1910 in Prince Rupert as Local 38-41.
- 1904 • Victoria and Vancouver Stevedoring Company formed.
- 1905 • Longshore rates are \$0.15/hr working 13 hour days, or \$0.25 to \$0.35/hr working 10 hour days.
- Industrial Workers of the World, (IWW) was formed. Also known as the "wobblies" for their famous strikes. Their motto was "An injury to one is an injury to all". By 1923 they had 100,000 members.
- 1906 • North Vancouver Lumber Handler's Union, IWW Local 526 is formed with 60 members. George Walker is elected President, with Officers Pete Smith and Grant Campbell. Majority of Handlers were Native Indians. One of the organizers and founders of the Local was Fitzclarence St. John, a black West Indies born man who came to B.C. at the turn of the century. He passed away in 1970 in North Vancouver, B.C. at age 95. IWW also organized a similar local in Victoria at this time.
- 1907 • Strike of dock workers wins \$0.40/hour, day shift, and \$0.45/hour, night shift rates. The diversion of work by the company, however, starves the Union and it cannot hold itself together.
- Ray Dockerill organizes the Empire Stevedoring and Contracting Company to load ships in Chemainus.
- 1908 • Canadian Brotherhood of Railway Engineers founded.
- First Stevedores Union, the Vancouver and Victoria Stevedoring Union (V & V) of the Industrial Workers of the World (IWW) is broken.
- CPR builds their first major pier on Vancouver waterfront. Pier A was a 1584 foot pier with a 60,000 sq. foot warehouse. CPR Pier B was also started.

LOCAL 500*Continued from page 6*

for his efforts along with Bruce Yorke, then a City of Vancouver Alderman, in securing the 1947 Fraser Wilson mural that now graces the auditorium.

Local 500 has been a major contributor and supporter of ILWU Canada, and its predecessor, the Coast Committee, since the conception of a Province wide Longshore Union in the early 1940's. Throughout the years Local 500 has had many of its members fulfill their duties as officers of the Canadian Area and ILWU Canada and currently Local 500 members hold the positions of President, First Vice President, Third Vice President and Secretary-Treasurer.

Even though our employers are continuously trying to erode our work jurisdiction and weaken our organization, (sometimes with Government help), our local along with all other locals of ILWU Canada are in excellent shape because of the strength of our unity. When these employers along with the governments of the day have come and gone, our organization will still be here, standing strong and representing our members.

Local 502

It was 1963, and those are the first words I remember from the day I started on the beach.

We were dispatched to a Russian ship at the grain elevator at Fraser Surrey, this was before the current Fraser Surrey Dock was built. Our job that day was to bag wheat they poured into the hatch and because grain would shift like water when the ship was at sea, they had to make a stable floor on top of the loose wheat, so we used grain scoops to fill the bags and made a floor of about six high, it was actually a pretty good job except the dust.

I would find out later what real work was. In those days we worked on loose lumber, bagged flour, fertilizer, rice or anything else they could put in a sack; pulp bales, rolls of paper, loose plywood, zinc and lead bars, nickel matte - what a shit job that was, some general cargo, frozen cargo and if you were real lucky you might get dispatched to Vancouver and get a job on hides, slimy, smelly maggot filled hides.

Working loose lumber wasn't to bad a job unless you had to wing up green 3x6's all day or fletchers, those were tough. The 3x6's were bad enough especially if you grabbed on to a 30 footer and the belly dragged on the floor, that's where the term, green came about, these suckers were right off the green chain. As I recall fletchers were 6 to 8 inches thick, up to about 14 inches wide, a good job if you were flooring off, but once you had to bring the wings out of the hatch it was a bitch. You would floor off a hatch up to head room and then bring the wings out, wings were the area underneath the deck above, ships didn't have open hatches in those days. So you would pack these suckers into the wing and stow it right to the top all the way out to the square of the hatch. There were 8 guys down below on those jobs, 4 per side, on some of the heavy fletchers, you needed help from the other side to lift them up. You would work a lot of jobs this way, flooring off right from the

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- 1909**
 - January 7 - The first export of grain from Vancouver. 50,000 bushels of prairie wheat went to Australia.
 - March 29 - Longshoremen strike for \$0.35/hour for day work and \$0.40/hour for night work.
- 1910**
 - ILA chartered Local 38-41 in Prince Rupert and Local 38-46 in Victoria.
 - A new steamship line, founded by the CPR's rival, Grand Trunk Pacific Railroad, now CPR, began connecting Vancouver with Prince Rupert.
- 1910 - 1912**
 - The City of New Westminster invested \$500,000 to build new riverside harbor facilities. The Federal Government added \$200,000 in 1912.
- 1911**
 - Ship Owners Association of B.C. was formed. Became the B.C. Shipping Federation in 1963 and later became the B.C. Maritime Employers Association.
- 1912**
 - March 30 - The IWW affiliates with the ILA and charters Local 38-52 in Vancouver. Tom Nickson, President of the V & V Union, (ILA) and Gordon Kelly of the Lumber Handler Union, (IWW) merge and are elected officers. The new local has 60 charter members.
 - ILA starts organizing longshoremen in other ports; Vancouver Lumber Handlers Union joins ILA and becomes Local 38-52.
 - Stamp's Mill loads 15 vessels. Some companies pay Ship work \$0.35/hour and \$0.40/hour overtime and others pay \$0.65/hour and \$0.90/hour overtime. Dock work pays \$0.25/hour. Most longshoremen work 10 hour days.
 - Empire Stevedoring, headed by Col. Walker R. Dockhill and the Vancouver and Victoria Stevedoring Company (V & V), headed by Capt. David Baird with the followings shipping companies form "The Shipping Federation of BC."
 - 1. The International Stevedoring Co. of Seattle
 - 2. V & V, subsidiary of Empire Stevedoring
 - 3. Washington Stevedoring Co., Seattle and Tacoma
 - 4. Grays Harbour Stevedoring
 - 5. Pacific Stevedoring, Prince Rupert
 - 6. Consolidated Mining and Smelting Co., CPR
 - 7. Pacific Coast Terminals, CPR
 - The Vancouver Coastwise dispatch is located on Main Street. The Deepsea dispatch is located at the Old Knox church. The Auxiliary (Casual) Hall was located on Cordova Street. The Bows and Arrows Hall was located at Hawks and Cordova.
 - Other IWW Locals merge with ILA.
 - The Canadian "Robert Dollar Steamship Line" was established to run the fleet of Dollar Steamship Lines of California from his sawmill on Burrard Inlet.
- 1913**
 - ILA constitution also contains the Working Agreement between "The Marine Association of British Columbia" and the ILA on behalf of all locals in Vancouver.
 - Act of Parliament created Vancouver Board of Commissioners.
 - First Vancouver Harbour Commission formed by Dominion Government. First Commissioner was Frank Carter-Cotton.
 - New Westminster Harbour Commission established. Changed to Fraser River Harbour Commission in 1965 and to Fraser River Port Authority in 1999.
- 1913 - 1914**
 - CPR, Pier D was built at the North foot of Granville Street.
- 1913 - 1915**
 - Ogden Point dock was built by Federal Government in Victoria. It had Pier A, and Pier B with four shipping berths. Updated to handle cruise ships at a new Pier B in 2003.
- 1914**
 - Great Northern Pier built at the foot of Main Street. First Aid Attendants act as security guards.
 - Great Northern Dock built between Ballantyne Pier and the B.C. Sugar Dock by the Great Northern Railway.
 - Lapointe Pier and Dominion #1, Vancouver's first grain elevator built at the foot of Woodland Drive. Nicknamed "Stevens Folly" because it was advocated by H. H. Stevens, a Federal MP who had the elevator built with Federal money and it sat with little use for years.
 - First Grand Trunk Pacific Railway train to arrive on Prince Rupert waterfront. The railway was awarded to C.N. Rail in 1923.
- 1916**
 - Federal Government builds 1,250,000 bushel capacity Terminal named the "Pacific Coast Terminal Elevators" in the area now occupied by Vanterm.
 - The Canadian Robert Dollar Company constructed the Dollar Mill and Export Pier at Roche Point on Indian Arm and Operated until 1942.
 - B.C. Mills Timber and Trading Co., formerly Moodyville Sawmill/Pioneer Mills, burns down.
- 1917**
 - Federated Labour Party formed. Longshore Business Agent (BA), Gordon Kelly is also elected President of the Vancouver Trades and Labour Congress.
 - Ship work pays \$0.60/hour, and \$0.90/hour overtime. Dock work pays \$0.45/hour, and \$0.65/hour overtime. Strike for \$0.60/hour and \$0.75/hour overtime for dock work against CPR is won.
 - Samuel Gompers is elected president of the American Federation of Labour, (AFL) and vows to destroy socialists.
 - The B.C. Workers Compensation system established.
- 1918**
 - July 27 - Ginger Goodwin, Secretary, Western Federation of Miners, is shot in the neck by a Special Constable of the Province.
 - August 2 - Ginger Goodwin is buried. During the 24 hour strike that followed, the Longshore Hall, defended by 600 longshoremen, withstood repeated assaults by a mob of 10,000 rioters. The Labour Temple at Dunsmuir and Homer was put under siege by a mob of returned veterans, and George Thomas, a longshoreman was beaten. Longshore BA, Pete Sinclair was illegally arrested on the job under the Conscription Act. Sinclair was over age, and after a two day strike was released.
 - 6 month longshore contract increased wages from \$0.65/hour to \$0.80/ hour deepsea and \$0.90/ hour to \$1.15/ hour overtime. There was an 8 hour work day with a 2 hour callout guarantee and travel time was included in the contract.
 - Gordon J. Kelly, President ILA 1912 dies and is buried in the Mt. View Cemetery, 5455 Fraser Street.
 - ILA book covering "Wage Scales and Working Rules" no name of employers.
- 1919**
 - ILA agreement with Northwest Waterfront Employers' Union and Pacific Coast District of the ILA covering Oregon, Washington and British Columbia.
 - Signing for Shipping Federation of British Columbia, were David Baird and A.M. Dollar.
 - Signed for Local 38-46 Victoria, F. Varney, for Local 38-52 Vancouver Lumber Handlers, Albert Hill and Peter Sinclair.
 - International Labour Organization (ILO) is founded.
 - Winnipeg general strike May 15 - June 26. Sympathy strike in Vancouver B.C. from June 4 - June 26. Longshore BA, Bill Pritchard jailed.
 - One Big Union, (OBU) was formed in opposition to the AFL to unite all workers on a class basis instead of by craft or industry.
- 1920**
 - ILA Local 38-22 chartered in Port Alberni.
 - November 1 - Independent Lumber Handler's Association (ILHA) and Bows and Arrows formed into

LOCAL 502*Continued from page 7*

skin to head room and then winging out each deck right to the top and then if you were on loose lumber you might put a deck load on.

Loading zinc and lead bars was an experience, especially if they brought the load down in a steel cargo net and you had to pack it from the square into the wings. The lead bars weighed a hundred pounds and I think the zinc was lighter. Not long after I started they finally started to use dollies that you would land the load on and pull it to the stow. After a long struggle with the employers we were able to get dollies on sack jobs so you could wheel the load around the hatch rather than packing every sack from the square.

Each gang in those days had side runners and if you were lucky enough to be working with a good side runner the day went so much better, some of these guys knew every trick in the book to make the best out of a tough job. If you were on fletchers they knew how to use a peeve as a lever when winging up, how to use rollers when flooring off timbers, using a coke bottle or golf ball on a string so the bundle of plywood would slide in when winging up, how to butt-out when flooring off timbers or knowing who to send to the dumb end when flooring off, how to stow pulp bales with a hand cart and pry bar, how to fire a guy who would refuse to go for the coffee.

When I started you were not allowed out of the hatch for coffee break so one guy would have to take the coffee order up to the coffee shack and put it on a load and we would have our break down below. I actually saw a side runner tell the boss to get this guy a replacement and the guy was replaced because he wouldn't go for the coffee run.

In those days the guy that had a lot of power was the hatch tender, most ships had standing gear and if you had a good hatch tender he would set the gear to make it easier for the guys in the hold, but if you had an asshole he would set it for the middle of the hatch and let you walk a little farther that day. Most hatchies were good and would give you the odd break if the boss wasn't around. The gang system was in place then and from my point of view it created a union environment that taught me what the union was, is and should be.

I'm not sure of the numbers but I think we had 20 to 25 regular gangs and we could put out another 15 or so scratch gangs when we were busy, this would be in the sixties moving into the 1970 time frame.

About this time we started getting car ships into the river and with Fraser Surrey Dock coming on stream we started handling a lot of steel products.

Westshore Terminals started up in 1972 which was quite something for the local, it wasn't the best place to work at the start but has know one of the best collective agreements around.

In the mid seventies I was somewhat persuaded into running for union office and to my surprise I was elected as a business agent, which I did for a number of years until I became Union president for a period of time in the nineties.

When we started getting the general cargo ro/ro ships at Fraser Surrey it was a bit of an eye opener to see all the dif-

District WWA by Employers.

- December 10 - 625 former members blacklisted.
- Provincial government established hiring office for Longshoremen.
- 1920 - 1930**
- 1921**
 - In 11 years, 66 longshoremen are killed in Vancouver, mainly because of gear failure.
 - Lumber is the largest export, mostly 40', 60', 90', x 24"x 24" timbers.
 - J.S. Woodsworth, leader of the CCF, works as a longshoreman.
 - Casuals allowed in basement of Knox Church.
 - 2,140,000 tons shipped out of the Port of Vancouver.
 - Construction started on Ballantyne Pier. The 1200 foot dock and warehouse was finished in 1923. Number 1 and 3 jetties were completed in 1924.
 - The first bulk shipment of grain left Vancouver aboard the "S.S. Effington" on January 7, bound for the United Kingdom.
- 1922**
- 1922 - 1923**
- 1923**
 - ILA Constitution contains Wage Schedule.
 - The first two private grain elevators built at the foot of Salisbury Street. They are now known as UGG.
 - October 6 - contract at end. Scabs housed on the Empress of Japan at CPR docks.
 - October 8 - 1300 of 1400 members endorse strike action.
 - October 16 - Shipping Federation sets up their own dispatch hall says "make no peace."
 - November 2 - Federal Department of Labour would mediate.
 - November 17 - Vancouver and District WWA formed by employers.
 - December 10 - Union busted, strike ended. 375 rehired.
 - Independent Lumber Handler's Association, (ILHA) formed. The Lumber Handlers Association (LHA) was formed as a company union.
 - Federation expanded to include all docks.
 - ILA Vancouver, with 1400 members, was broken when CPR led a strike against the Union (they represented the "American Plan" of an Open Shop). The reason for the strike, October 8 - December 10, was the employer's refusal to bargain at all with the ILA at the end of the contract, and their demand for a \$0.05/hr increase was refused. The Employers refused to bargain collectively (allowed until 1943).
 - The Employers' demands were:
 1. Never to deal with the ILA.
 2. Employer was to control the hiring hall.
 3. All scabs to be assured of steady work.
 4. Ex-strikers could get their jobs back if they signed a "yellow dog" contract (i.e. never to join a union) and only if and when they were needed.
 5. There was to be no change in wages.
 - 1400 union men were deregistered. The strike focused against the CPR which housed the scabs on the Empress of Japan. 350 "Provincials" with shotguns and motor launch and armed CPR detectives protected the scabs.
 - 625 out of 1000 union men were blacklisted and eventually 400 were rehired.
 - Vancouver and District Waterfront Worker's Association, (V&D WWA) formed.
 - The Vancouver & District Waterfront Workers Association, a company union, the North Shore Bows & Arrows and the Independent Lumber Handlers Association receive charters.
 - The Vancouver Trades and Labour Council told the Minister of Labour of the company's abuse to no effect. Lumber Handlers Union, (LHU) formed North Shore.
 - Marine Checkers and Weighers established.
 - Columbia Grain Elevators built at 2700 Wall Street.
- 1924**
- 1924-1926**
- 1925**
 - Terminal Dock and Warehouse was built.
 - Shipping Federation of B.C. "Wage Schedule, Rules and Working Conditions." No reference to a union agreeing to the book.
 - Vancouver Terminal Grain Company built first privately owned terminal elevator in Vancouver. Later known as Pacific Elevators.
 - UGG acquires control of Burrard Elevator Company and enlarges the facility in 1931.
 - The Panama Pacific Grain Terminals Elevator Co. Ltd. built a grain terminal on Pier North B at Odgen Point in Victoria. After sitting idle for almost 20 years it closed in 1976.
- 1926**
 - Shipping Federation built hall at 45 Dunlevy where they had the gang dispatch. Longshore dispatch at Orange Hall at Gore and Hastings.
 - Vancouver Harbour Commission built two grain elevators and leased them to private companies.
 - Dominion Government built a grain terminal in Prince Rupert and leased it to Alberta Wheat Pool. Demolished in 1987.
 - Vancouver National Labour Council organized.
- 1927**
 - All Canadian Congress of Labour formed.
 - July 4 - CPR's piers B and C officially opened. Now known as Canada Harbour Place.
 - CPR builds and rebuilds their 765 meter long Pier B-C.
 - "Japan Wharf" - 500 foot long wharf in North Vancouver at the foot of St. Patricks Street. Leased to Canadian Transport to ship export lumber. During the Second War, the name was changed to the West Indies Dock, then Cassiar Asbestos Dock, also know as Pier 94.
- 1928**
 - "Wage Schedule, Rules and Working Conditions of the Shipping Federation of B.C." Vancouver B.C.
 - Alberta Wheat Pool began operation. Now Cascadia.
 - Fraser River Elevator Company built a grain terminal in New Westminster. Leased to Searles Grain in 1933. Last loaded cargo in 1961 and demolished in 1970 to form part of Fraser Surrey Docks.
 - Pacific Coast Terminals Co. Ltd. was formed from the Fraser River Dock and Storage Co. of New Westminster. Government assistance was provided to enlarge the port facilities and build a storage plant and dock at the foot of 10th street at the old Royal City Mills site and previously as the Fraser River Fish Company site. The site was torn down in 1968.
 - Midland and Pacific built the first grain facility in North Vancouver. Changed name to Burrard Terminals in 1972. After an explosion in 1975, was rebuilt and renamed Pioneer Grain Terminal.
 - Columbia Grain Elevator built facility at the foot of Nanaimo Street in Vancouver.
 - Workers Unity League, (WUL) founded. Disbanded in 1935.
- 1929**
- 1930**
 - The CN Dock and Station was built at the foot of Main Street in Vancouver and originally called the Canadian National Steamship Terminal. The dock was called the Canadian National Timber Pier; the new 1,000 foot long pier was completely destroyed by fire in 1931 and rebuilt shortly after.
 - Midland Pacific opened in North Vancouver - now Pioneer Grain.
- 1931**
 - Longshoremen made \$0.83/hour for dock work, and \$0.87/hour for ship work.
 - Article 9 of the Trades and Labour Congress "Principles" stated that an "Asiatic" was a member of a race which cannot be properly assimilated into the national life of Canada.
- 1932**
- 1933**
 - The Cooperative Commonwealth Federation, (CCF), forerunner of the NDP was founded in Calgary.
 - Alberni & District Waterfront Worker's Association formed.
 - Last sailing ship in Chemainus, loaded logs with a swinging boom.

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LOCAL 502*Continued from page 8*

ferent types of cargo roll up and down the ramp, it was called the P.A.D. Line, some of you guys will remember the Parrella, Allunga and Dilkara, probably the wrong spelling, but those were the three vessels. Another major change in the river was when Pacific Coast Terminals and Overseas closed down and Fraser Surrey became our main terminal.

Throughout this time frame, let's say from the late seventies until current, the waterfront has seen dramatic changes, going from back breaking work to the machine era in a relatively short time. In local 502 still had sack jobs in the seventies but ships started coming in with cranes making it easier to place loads in the hatch and companies started to get smarter by using dollies and eventually putting lift trucks down below to bring the load to the stow. We had Fraser Surrey Dock built along with the two car terminals.

I remember working steel for the first time where we were slinging up pipe and thinking how great it was that we didn't have to pick this cargo up by hand. Car ships were another story, with all the different types of vessel that brought in cars, we had standing gear, swinging stick, cranes, elevator with ramps, crane to deck and then ramp to dock and of course the current ro/ro vessels. The craziest car ship I worked on came in with steam swinging sticks, the first day in I think we went thru four different winch drivers, I was one, these sticks were wild, you had the three levers plus foot brakes, you wouldn't believe the damage.

During this time frame the machine started to replace the man, gang sizes went from 12 to 8 to 6 and specialty gangs started to become the new thing. Loose lumber became packaged, they banded pulp, put fertilizer in jumbo bags so that soon the winch and lift trucks started doing most of the work. Then the biggie came along, containers and container ships. Now virtually anything that will fit, ends up in a can, this is the biggest change I have seen on the waterfront, the ships get bigger, tonnage increases, in a lot of cases manning is reduced.

When Delta Port opened in the late nineties it presented a big opportunity for Local 502 along with a few challenges that the local took on and met. What's next after the third berth at Delta Port opens perhaps another container terminal?

We have come a long way from bagging wheat in 1963 to double wide cans in 2009 but you still have to remember "Heads Up"!!!

*Submitted by Brian Ringrose
September 28, 2009*

Local 505

In Prince Rupert, the International Longshore and Warehouse Union (ILWU) or its processor, the International Longshore Association (ILA) have been active on the waterfront since the cities' earliest days.

Records and photos in the Prince Rupert Archives show the ILA was present in Prince Rupert as early as 1910, the year the city was incorporated, and

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1934

- ILA & ILHA (Bows & Arrows) & Victoria & District Waterfront Workers Association, (V&D WWA), Milton Reid President, amalgamated.
- October – A new contract between the Shipping Federation and the Longshoremen's Union cut wages back to .76 cents per/hour for dock work, and .80 cents per/hour for ship work.
- Victoria & District Waterfront Worker's Association and Victoria Riggers and Stevedores formed Victoria Riggers & Transport Workers.
- Longshore & Water Transport Workers of Canada, (LWTWC) formed:
 - (This was the first "Canadian Area") Included:
 - 1. Vancouver and District Waterfront Worker's Association.
 - 2. New Westminster & District Waterfront Worker's Association.
 - 3. The Coastwise Longshoremen.
 - 4. The Freight Handler's Association.
 - 5. The Grain Liner's Union (1935).
 - 6. The Worker's Unity League.
 - 7. All Canadian Congress of Labour & Affiliates.
 - 8. Export Log Worker's Association (1935).
 - 9. Victoria Riggers & Transport Workers (1935).
 - 10. The Seafarer's Industrial Union.
 - 11. Marine Workers Industrial Union.
 - 12. Federation Seamen's Union.
 - 13. Canadian Amalgamated Association of Seamen) (1935).
 - 14. Powell River & District Waterfront Worker's Association (1935).
 - 15. Prince Rupert Longshoremen's Association.
 - 16. Progressive Waterfront Worker's Association (Chemainus) (1935).
 - 17. Alberni & District Waterfront Worker's Association.
- Strike in U.S., 2 longshoremen killed in San Francisco.
- Canadian Waterfront Worker's Association, (CWWA) was secretly chartered by the Companies and the Province under the Societies Act on July 24 in anticipation of breaking the Union. Dues were set at \$2.50 a month and any by-law changes to the Association had to be authorized by the Shipping Federation.
- October 10 - 3 year contract signed, Ship \$0.80/hr and \$1.26/hr overtime, Dock \$0.76/hr and \$1.14 overtime. Same as 1923 rates. Ivan Emery replaces Milton Reid VDWWA.
- A contract "The Agreement, Working Conditions, and Dispatching Regulations as agreed to by The Vancouver & District Waterfront Workers' Association and the Shipping Federation of British Columbia, Limited.

1935

- Powell River casuals on the dock organized and locked out May 16. Prince Rupert locked out May 17.
- Longshoremen take "May Day" off and staged a 24 hour "Holiday".
- Export Log Workers Association, The Grain Handler's Union, and Progressive Waterfront Workers Association of Chemainus established. The entire West Coast is organized with the main issue being a Union dispatch.
- June 4 – "after refusing to load paper from Powell River to the vessel "Anten" at Ballantyne pier." Vancouver is locked out by four companies and the collective agreement is unilaterally terminated by the employer. Vancouver Mayor, Gerry McGeer stated "longshoremen are communists." Strike vote on second ballot reduced to 60% from 75%.
- June 15 - All Canadian vessels declared hot.
- June 20 - Longshore president, Ivan Emery and BA, Oscar Salonen arrested.
- Vancouver and District Labour Council condemned ban of picketing.
- "On To Ottawa Trek" June – July. Dominion Day Riot in Regina.
- Battle of Ballantyne Pier.
- July - Vancouver Longshoremen's Association formed by the returned strikers (715 members), 67 B.C. longshoremen already arrested.
- September 10 - Federal Labour Department Justice, H.H. Davis pro-employer report.
- December 9 - Strike called off.
- The ILA in New Westminster was broken and the company union Royal City Waterfront Worker's Association, (RCWWA) was formed.
- The 1935 strike could have been settled in September as the ILA and the ISU agreed to the new contract but Justice H.H. Davis of the Ontario Supreme Court exonerated the Shipping Federation.
- Both company unions totaling 715 men signed a 5 year agreement: Ship \$0.90/hr and \$1.35/hr overtime, Dock \$0.86/hr and \$1.29/hr overtime. Also applied to North Vancouver Longshoremen's Association, (NVLA) with 65 members.
- CIO formed within AFL. Split with AFL and formed the Congress of Industrialized Organizations in 1938. Joined AFL to form the AFL-CIO in 1955.

1936

- Burrard Coastwise Longshoremen's Association, (BCLA) signed a separate two year agreement.
- ILA Charter issued to 75 coastwise longshoremen.
- The Federal Government created the "National Harbours Board", centralizing all of the former local control in Ottawa.

1937

- ILA charter to 75 coastwise longshoremen.
- New Westminster longshoremen reject the Company union, Royal City Waterfront Workers Association, (RCWWA) and after dissolving ILA local 38-1-27, receive an ILWU Local 1-58 Charter.
- Four (4) year agreement Canadian Waterfront Workers Association, (CWWA); President Charles E. Bailey, and VLA President, Joseph Boyes, and Secretary, H. Burgess. Wages: Ship \$0.95/hr. and \$1.42/hr. overtime, Dock \$0.91/hr. and \$1.37/hr. overtime.
- North Vancouver Longshoremen's Association formed.
- Shipping Federation signs a new four (4) year agreement with CWWA and VLA including North Vancouver Longshoremen's Association.
- Longshoremen on West Coast of U.S. split from ILA to form ILWU.
- Completion of Nanaimo Assembly Wharf A berth. "B" berth finished in 1958. "C" berth finished in 1965.
- Charter issued to a Local in Vancouver and initially dated September 21, 1937 as ILA Local 38-125. Later renumbered and Chartered as ILWU Local 11, District 1, and then disbanded around June or July 1938.

1938

- Burrard Coastwise Longshoremen's Association formed. Wages: \$1.00/hr. and \$1.35/hr. overtime. BCLA President, T. Loughton, and Secretary, A. Nicol.
- ILWU chartered Local 1-11 in Vancouver.
- 1st International ILWU Convention, ILWU 1-11 Vancouver delegate, Paddy Hunt, New Westminster delegate, J. W. Milikan.
- July 27 – CPR Pier D burned down and never replaced.
- Nanaimo Assembly Wharf built with rail access and two ship berths. Third berth built in 1964.

LOCAL 505*Continued from page 9*

along with the International Workers of the World were Prince Rupert's first unions.

There have been many changes to the Prince Rupert waterfront in the almost 100 years since longshore work first began here. From the earliest days of steam and sail ships, bringing goods for only the local citizens, to the present day container terminal transporting goods from China to Chicago, Prince Rupert longshore has been there from the start and witnessed the good times along with the bad.

The modern day history of longshore work, you could say, started in Prince Rupert with the opening of Fairview Terminal in 1975 and the new grain elevator in 1988. While there were logs, pulp and grain exports prior to that, Fairview Terminal allowed Prince Rupert to move into lumber exports along with specialty grains, ore concentrates, sulphur and pulp from mills in the interior of BC and Alberta. Importation of steel plates and pipe also added to the large increase in the workforce and hours worked by the ILWU Local 505 at Fairview.

The new grain terminal at Ridley Island, Prince Rupert Grain #2 as it was named when first opened was the largest of its kind in North America, with a ship loading capacity of 5000 tons per hour. The speed at which ships could be loaded was dramatically increased from the previous grain elevator as well as the size of the ships that came to load the prairie wheat. While the new grain terminal did require fewer men per shift the number of shifts increased which overall provided more hours for our members.

Longshore work increased steadily over the years at Fairview. In the beginning there was a sulphur pellet facility on site, this employed a regular workforce of approximately 6, and saw regular visits of ships to carry the sulphur pellets to Japan and Korea. Pellets for animal feed were also an early export from Fairview. These arrived by rail car, were unloaded by longshore workers, and stored in silos on site for future export. The movement of the rail cars inside Fairview Terminal was also done by longshore using a Track-mobile driver and signal man. Also exported through Fairview were ore concentrates from several mines in northern BC. The concentrate arrived by truck (B-train) was dumped in a hopper then stored in one of the two sheds built for concentrates to await the arrival of the next vessel. Steel plates imported from Japan to be rolled into pipe for the Alberta oil patch was another commodity this port had never dealt with before and provided our members and casuals with substantial hours in those few years it was handled.

While the export of these products provided Local 505 with much work that had never been a part of the waterfront, it was lumber that was king at Fairview. Lumber exports through Fairview provided the bulk of the work and was the reason many new casuals were hired and were then able to make a decent living. A regular work force of 20 lift truck drivers was employed each day to unload the up to 70 trucks and 30 rail cars that arrived on site each day. Ships from all around the globe were coming to Fairview to take on a load of BC lumber. Mills from Terrace to Quesnel were shipping their

Continued on page 11

- 1939**
 - Half of 1900 coastal longshoremen still blacklisted. Second ILWU Convention in San Francisco recommended lifting the Vancouver and New Westminster Charters.
 - Canadian Committee for Industrial Organization.
- 1940**
 - Canadian Congress of Labour formed. Folded into Canadian Labour Congress, (CLC) in 1956.
 - Harry Bridges, ILWU International President, lifts the two ILWU Canadian charters as the union is "too company."
 - Within a "negative climate" Unemployment Insurance passed by Federal Government.
 - 3rd International ILWU Convention affirmed resolution to organize British Columbia.
- 1941**
 - 4th International ILWU Convention designates B.C. as District 5 ILWU.
- 1943**
 - The B.C. Council of Longshoremen brings together six (6) independent unions:
 1. NVLA.
 2. CWWA.
 3. VLA.
 4. ILWU Vancouver.
 5. ILWU New Westminster.
 6. ILA Vancouver.
 - Royal City Waterfront Workers Association and the Chemainus & District Longshoremen's Association formed.
 - Port Alberni's last sailing ship leaves.
- 1944**
 - Chemainus Local chartered as ILA Local 38-64.
 - September - Port Alberni chartered as ILWU Local 503.
 - Western Box in Calgary chartered as ILWU Local 504.
 - Vancouver and New Westminster receive ILWU Charters.
 - February - The creation of Federal Government Privy Council Order, PC-1003. Legally entitling workers to union representation at their workplace.
 - March - 1st Local ILWU Charter 501. President, Joe Thompson, Secretary, A.T. Smith, and Business Agent, Harry Chawner.
 - July - New Westminster becomes chartered ILWU Local 502.
 - September 30 - B.C. Federation of Labour is formed succeeding the original B.C. Federation of Labour which disbanded in 1920.
 - The original Lynn Terminals was the dock and site of the 17th Royal Canadian Ordnance Depot. It was built to handle tanks, heavy artillery, and other military hardware. Lynnterm became a Marine Industrial estate in April 1963. The wooden deepsea dock was demolished in 1975 to make way for the new Lynnterm, with its 96 acre break-bulk site and 2400 feet of berthing facilities.
- 1945**
 - B.C. Council of Longshoremen becomes, B.C. District Council, (BCDC) consisting of locals in Vancouver, Port Alberni, Prince Rupert and New Westminster.
 - Family Allowance legislation passed by Federal Government.
 - March 6 - S.S. Greenhill Park exploded at Pier B. Six (6) longshoremen died. Cargo included, 8 railcar loads of rocket flares and 94 tons of sodium chlorate.
 - April - Prince Rupert Chartered as ILWU Local 505.
 - November - Marine Checkers & Weighers Chartered as ILWU Local 506.
 - 6th International ILWU Convention.
 - World Federation of Trade Unions, (WFTU) formed out of the new UN Charter.
- 1946**
 - Grainliners chartered as ILWU local 507. First contract with BCDC.
 - "First ILWU contract ran from 1946 to 1949."
 - District Council of B.C., (BCDC) chartered by International Union April 1946. Composed of ILWU Locals 501, 502, 503, 506, 507, 508, and 509.
- 1947**
 - There was a major fire at the Port Alberni Assembly Wharf which had 3 deepsea berths. The vessels, "S.S. San Pep" caught fire alongside the berth.
 - Chemainus receive Charter as ILWU, Local 508.
 - 7th International ILWU Convention.
 - Canadian ILWU membership 1400 members.
- 1948**
 - 5 Deepsea Locals negotiated together.
 - ILWU expelled from CIO in U.S.
 - McKay Stevedoring and Contracting Company contracted to load lumber on the "S.S. Bell" at Port Alberni. Changed name to Western Stevedoring in 1950.
- 1949**
 - International Confederation of Free Trade Unions came into being on December 7, 1949. Dissolved in October 2006 and merged into International Trade Union Confederation, (ITUC).
- 1950**
 - Pulp & Paper Mill built at Harmac.
 - The Port Mann Dock, a huge dock built for large ocean going vessels was built by the Canadian Pacific Railway. Old remaining pilings show it north of the Port Mann Bridge near Douglas Island. Problems with ship berthing led to the building of Fraser Surrey Docks.
 - The ILWU was expelled from the CIO along with 10 other unions, because of positions on national and international politics adopted by the rank and file. In 1988 the ILWU was invited to re-affiliate with the AFL-CIO and the invitation was accepted at the 1988 International Convention held in Vancouver.
- 1951**
 - Old Age Security passed by Federal Government.
 - New Westminster Local 502 began a Longshoremen's Credit Union.
 - First Aid men organized by ILWU local 507.
- 1952**
 - First Aid men receive Charter as ILWU Local 510.
 - Harmac Pulp wharf was opened.
- 1953**
 - Deepsea Locals negotiate first pension plan.
 - New Westminster warehouse organized as ILWU Local 511.
- 1954**
 - Vancouver Warehouses organized into Local 512.
 - Coastwise ILA Local 38 and 163 receives Charter as ILWU Local 509.
- 1955**
 - November - The world's first container ship "Clifford J. Rogers" was delivered to Vancouver and ran between Vancouver and Skagway, Alaska. It carried six hundred seven-by-seven-by-eight-foot containers.
- 1956**
 - Canadian Labour Congress formed with merger of the "Canadian Congress of Labour" and the "Trades and Labour Congress of Canada".
 - Victoria received Charter as ILWU Local 504.
 - Construction of Centennial Pier started west of Ballantyne Pier. Completed in 1958 with four dock cranes and a 200,664 square foot warehouse. Berth 5 opened in December 1964 and Berth 6 added in 1970.
- 1957**
 - Hooker Chemicals, now know as Oxy, built a wharf in North Vancouver just east of the Ironworkers Memorial Bridge to handle salt ships.
- 1958**
 - One month strike, August 22 to September 22, except Prince Rupert and Coastwise Local 509. Issue: adequate jointly controlled pension plan with trustees. Gains:

LOCAL 505*Continued from page 10*

product to destinations such as the United States east coast, England, Japan, China the Middle East and Africa, all through the port of Prince Rupert. The first 10 to 12 years after the opening of Fairview could be considered, until recently, as its heyday. The high water mark was 1987 when 300 million board feet of lumber was moved across the dock. There always seemed to be work at the Terminal but as markets changed and competition grew the amount of lumber exported slowly declined. While the loss of several lumber mills using Fairview as their dock of export did cause a drop in work hours, there were pulp mills now starting to use Fairview for their export.

The late 1980's and early 1990's saw the construction of several new transit sheds at Fairview to be used for the storage of pulp products from mills in BC and Alberta. These new customers did provide the longshore with much needed work to replace the loss of lumber but there was still a substantial decrease in tonnage exported through Fairview. At first, pulp was arriving by rail from Prince George and Alberta, unloaded and stored by longshore, but along with the decline in lumber markets this too eventually dried up. One by one the lumber mills either shut down or used another port for export and eventually the pulp mills followed suit several years later. The mines shipping ore concentrate had also either closed or were using another port, the sulphur operation had long since shut and by the late 1990's Fairview Terminal was down to shipping the lumber from one mill in Terrace and wood pellets from Houston.

When Fairview opened the Union membership was approximately 30 men and 30 casual board members along with another 50 who had work numbers and were used on an occasional basis. By 1987 the membership was over 70 individuals with another 150 people on the 5 casual boards. Then the slow decline in work began and over the years the workforce dwindled along with the work.

The conversion of Fairview Terminal from a bulk handling site to a container facility had been talked about for years and was now going to become a reality. Late fall 2005, demolition began at Fairview, the pulp sheds were torn down piece by piece, then sent by truck to destinations unknown for reassembly, cement foundations were removed, and any scrap metal was loaded in rail cars to be sent for recycling.

With all the destruction and construction going on at Fairview in 2006, there was probably only about 5 days longshore work there that year on a few wax ships. It certainly was the worst year for longshore in a long long time but better things were right around the corner.

2007 began with great optimism about the future for the port of Prince Rupert and Local 505. Fairview Container Terminal was progressing on time with an expected opening date early September 2007. People were trained to operate Tractor Trailers, Reach Stackers and Dock Gantries. By July of that year we had trained all the members and casuals that were still left after all the lean years and needed to hire new employees. July and August 2007, Local 505 in

1. 8 hour day reduced from 9 hours.
2. 4 hour guarantee.
3. wage increase by \$0.45/hr.
4. Pension plan employer contribution \$0.16/hr per employee, benefits \$3.00/month per year of service.

1959

- The Union received all its demands and achieved one contract for Locals 501, 502, 503, 504 & 508.
- January – 1st Canadian Area Convention.
- B.C. District Council became Canadian Area with autonomy within the ILWU, 2100 members. Craig Prichett the 1st President.

1960

- Vancouver Wharves opened. Initially handled only lumber and concentrates.
- Northland Strike ended in victory when the injunction against pickets was replaced by an "Observer" picket line of 600 workers and families from all sections of the Trade Union Movement.
- The Canadian Area negotiating team won the Mechanization & Modernization (M&M) clause, 2 year guarantee, guaranteed Work Program of 1820 hours/year.
- Canadian Area membership was 2500.
- Neptune Bulk Terminals was built in North Vancouver by the National Harbours Board.
- Pacific Coast Terminals expanded from New Westminster to open a new Bulk Commodities Terminal in Port Moody. Now owned by Sultrans.
- White Pass and Yukon developed docking facilities adjacent to Pier 94, or Cassiar Asbestos dock, to service the container ships the "Clifford J. Rogers", the "Frank H. Brown" and the "Klondike".
- Top loading of fill started for the building of Neptune Terminals. It opened 1967, officially opening in 1968 as a multi-purpose bulk loading terminal. Handled first unit coal train from Luscar, Alberta in February 1970.
- The ILWU Canadian Area moved to certify all of the longshoremen in Tahsis, B.C. After successful raiding charges by the IWA, and the CLC, the members were all fired and in 1961 absorbed into the long shore locals on a per capita basis.

1961

- Lower Mainland Pensioners Club formed by Convention.
- Nanaimo Harbour commission is formed by Federal Act of Parliament on December 9, 1960.

1962

- Canadian Area membership was 2200.
- Waterfront Foremen receive Charter as ILWU Local 514.
- Negotiations start with the intentions of negotiating one contract for longshore.
- Supercargoes Local 516 amalgamated with Local 506 and withdrew within a year.

1963

- Port Simpson Indian Band Chartered as ILWU Local 515.
- Deepsea and warehouse locals receive wage parity at the end of two similar 3 year contracts with the Shipping Federation and the Wharf Operators. Both had first M&M agreement of \$7200.

1964

- Ships berth finished at Harmac Pulp Mill.
- Vancouver Harbour Board employees receive Charter as ILWU Local 517.
- CPR employees receive Charter as ILWU Local 518.

1965

- Fraser Surrey Docks established as a multi-purpose terminal with rail service, warehousing and 7 deep-sea ship berths.
- ILWU asserts jurisdiction in Squamish. Attorney General, Robert Bonner personally brought contempt of court charges against the Union, resulting in \$11,500 in fines.
- First time International Union Convention in Vancouver.
- Canadian Area membership was 3000.
- The Canada Labour Standards Code adopted by Parliament to govern employment relations in Federal Industries.

1966

- Pensions Act passed by Federal Government.
- June - Ten ILWU Presidents spent 3 weeks in prison because longshoremen refused to work the Queens' Birthday, on May 24. They were charged \$500 or 90 days. They went to jail for 23 days when Federal Minister of Labour, Jack Nicholson intervened and promised holidays before Parliament. In November Statutory Holiday Act passed. Won the right to receive all Statutory Holidays.
- Locals 501, 506, 507, 509, 510 and 518 amalgamated to form Local 500.
- Local 511 merged into Local 502.
- First industry wide longshore contract negotiated.
- 190 Foreman of ILWU Local 514 on 23 day strike for recognition.
- April 15th - Freighter "Archangel" loading lumber listed and workers fell into the ocean and onto the dock in Port Alberni. One (1) longshoreman was killed and five (5) injured.
- 300 ton stiff leg crane built at Centennial Pier.
- BCMEA formed from Shipping Federation.
- Saskatchewan Wheat Pool built on the Old Moodyville dock site.

1966 - 1967**1967****1968**

- Started filling in foreshore for eventual Neptune Terminals.
- 3200 members in Canadian Area.
- Medicare introduced by Federal Government.
- Saskatchewan Wheat Pool opened. Construction started in 1966.
- Neptune Terminals opened as a multi-purpose bulk loading terminal.

1968 - 1971**1969****1970**

- Seaboard Terminals built in North Vancouver.
- Longshore negotiations started.
- Opening of the new Centennial Pier. Vancouver's first multi-purpose container facility. Now Centerm.
- After 2 strikes and 3 contract votes, new leadership, and new negotiators. 8 hour guarantee, 35 hour weekly guarantee for 26 weeks, wage increase of \$1.15, new manning as "all the men necessary, no unnecessary men," increase in M&M from \$7,200 to \$13,000, 7 day week implemented with shift differentials, smaller gang sizes. New Area Officers were elected after special convention.
- First container clause in Longshore Contract.
- 3200 members in Canadian Area.

1971

- Westshore Terminals, coal terminal officially opened June 15 at Roberts Bank in Tsawwassen.
- Neptune Terminal handled first coal unit train from Luscar, Alberta in February.
- May 4th the "Snow White", the first coal vessel from Japan left Roberts Bank.

1972

- Testers and samplers receive Charter as ILWU Local 518.
- Fraser Wharves Ltd. established an auto terminal with a 150 meter long berth in Richmond.
- Government Intervention, West Coast Operations Act. Bill C-231.

1973**1974**

- Cattermole Timber and Star Shipping combined to build Squamish Terminals.
- 20 year Port Plan by Pacific Coast Maritime Council, (PCMC). 15 Unions involved in Port Activity.

1975

- West Coast Grain Handling Operations Act.
- First Local 514 certification after many court cases.
- West Coast Port Operations Act, government back to work legislation, against foremen on May 13th and Longshoremen on May 30th.
- St. Lawrence Port Operations Act.

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LOCAL 505*Continued from page 11*

conjunction with the BCMEA recruited then signed up 150 new casuals. This more than doubled our workforce, in fact Local 505 signed up more people in those 2 months than in the last 20 years combined.

September 1, 2007, Fairview Container Terminal officially opens. Dignitaries from the provincial and federal governments were on hand for the ceremonies as well as representatives from Maher Terminals, the terminal operator. The first ship arrived on October 31, 2007 and for the first few months after there was only a once a week visit with a small number of cans. Then in March of 2008 a twice a week schedule was started.

Local 505 has been through it all, from the high water mark in 1987 to the lowest in 2006, we are once again on a rising tide of prosperity.

*Tom MacDonald**Secretary-Treasurer Local 505*

Local 519

The ILWU jurisdiction in the port of Stewart was achieved in an unusual manner compared to our normal operations.

Cassiar Mining Corporation, a subsidiary of Cassiar Asbestos Corporation, who was a member of the BCMEA and under contract to the ILWU, contracted with Arrow Transportation to handle their cargoes into and out of the port of Stewart. Arrow Transportation formed a new company, Arrow Stevedoring, who joined the BCMEA and agreed to voluntary recognition of the ILWU. The ILWU, the BCMEA and Arrow Stevedoring agreed that the ILWU would set up a separate local, made up mainly of Stewart residents to handle all cargoes shipped from the port.

In 1978, Craig Pritchett the Regional Director of the ILWU, traveled to Stewart and after meeting with several residents was told to talk to Frank Morrison, a well established resident of the community. Frank assisted Craig in organizing five other members of the community, forming Local 519 and becoming the Locals first President. The only foreman on the dock joined ILWU Local 514.

The Arrow/Cassiar Dock opened in 1978. Located at the head of the Portland canal in North Western B.C. in a small town called Stewart; its main function was to handle the asbestos from mines in Cassiar B.C. This cargo would be moved South on barges in twenty foot containers. The containers came by truck (two at a time) from Cassiar each containing 18 tons of asbestos. The trucks would then pick up two empty containers and 2400 gallons of fuel in tanks located under the trailers, then head back north nine hours to the Cassiar mine. Things would change in the spring when weight restrictions on the highway forced the trucks to haul half loads. This created more work as containers had to be reloaded to the proper weight before barging out.

Our jobs were to unload the trucks, reload two empties and refuel the tanks. We would unload empty containers from the barge and reload with full cans for

- Vanterm a container, roll-on-roll-off and general cargo berth opened.
- Lynnterm opened as a new forest products dock in North Vancouver.
- June 24 - Grain Workers Union, Local 333 were Chartered as ILWU Local 333. Voted to withdraw from ILWU on November 30, 1976.
- October 3 - Fire and explosion at Burrard Terminals, four (4) members of ILWU Local 333 were killed and thirteen (13) were injured.
- 1976**
 - Port of Halifax Operations Act used to break shipping strike.
 - AIB, anti-inflation act until 1979.
 - One million Canadian workers walk out in a day of protest against wage and price controls.
- 1977**
 - Fairview Terminals, a new general cargo dock of 18.6 hectares opened in Prince Rupert.
 - Annacis Auto Terminals was built with two shipping berths to handle the import of Japanese autos.
 - Fairview Terminals completed at Prince Rupert and expanded in 1990. Destined to triple its size as a new container port to 150 acres and handle 1.2 million teu's by 2009.
- 1979**
 - CPR Ship Workers Association (CLC Local 1552) transferred to ILWU Local 500 on June 1, 1978.
 - Fibreco, a wood chip exporting terminal officially opened August 1979. It was built at the foot of Pemberton Street in North Vancouver.
 - Dow Chemicals opened a wharf facility next to Lynnterm to handle cargoes of caustic soda, ethylene glycol and ethylene dichloride.
- 1981**
 - Ridley Island Terminals opened to handle B.C. Northeast coal from the Quintette and Bullmoose mines. Completed in 1984.
- 1982**
 - West Coast Ports Operations Act passed by Federal Parliament.
- 1983**
 - Operation "Solidarity" saw a wave of escalating strikes to protest provincial government regressive legislation.
 - July 11 - Retail Wholesale Union, (RWU) B.C., signed affiliation agreement with ILWU Canadian Area.
 - July 11 - Retail Wholesale and Department Store Union, (RWDSU), Saskatchewan signed affiliation agreement with ILWU Canadian Area.
 - The Vancouver Port Corporation replaced the National Harbours Board.
- 1985**
 - Prince Rupert Grain Co. opens new grain terminal.
 - Old CPR Pier B-C is renovated and becomes Canada Harbour Place, a cruise ship terminal.
- 1986**
 - Maintenance of Ports Operations Act passed.
- 1994**
 - West Coast Ports Operations Act passed.
- 1995**
 - Ballantyne Pier rebuilt to serve cruise ships as well as forest products.
 - May 1 - Grain Services Union, (GSU) signed affiliation agreement with ILWU Canada.
- 1996**
 - May - Empire Stevedoring changes name to Terminal Systems Inc., (TSI).
- 1997**
 - Delta Port, a container terminal opened at Roberts Bank with two container ship berths. Third berth scheduled to open in 1999.
- 1999**
 - March 12 - the Canada Industrial Relations Board certifies ILWU Local 508 for all work on Vancouver Island, effectively eliminating Locals 503 and 504.
 - The Vancouver Port Corporation was replaced with the Vancouver Port Authority.
- 2002**
 - January - Lynnterm acquired Seaboard International Terminals and designated the dock as Lynnterm West Gate.
- 2003**
 - Ogden Point in Victoria was completely revamped into a first class cruise ship facility.
- 2007**
 - Fairview Container Terminal officially opened September 12.
- 2008**
 - January 1 - the Fraser River Port Authority, The North Fraser Port Authority, and the Vancouver Port Authority all combined to become the new Vancouver Fraser Port Authority.

LIST OF ILWU LOCALS

1944	• March	501, Vancouver
	• July	502, New Westminster
	• September	503, Port Alberni
1944	• Undated	504 Western Box Warehouse, Calgary, Alberta (dissolved, number reassigned to Victoria)
1945	• April	505, Prince Rupert
	• Undated	506, Marine Weighers and Checker's Association in Vancouver
1946	• April	507, Grainliners in Vancouver
1947	• June	508, Chemainus
1953	• March	510, First Aid Association in Vancouver (formerly a division of 507)
	• Undated	511, Westminster Warehousemen
1954	• February	512, Vancouver Warehousemen (formerly 501)
	• May	509, Coastwise
1956	• Undated	504, Victoria
		513, Elk Falls (never activated)
1962	• March	514, Foremen
	• Undated	515, Native Indians of Port Simpson (log loading operations on their reserve)
	• Undated	516, Supercargoes
	• Undated	517, Vancouver Harbour's Board Employee (first ILWU Local with women members)
	• Undated	518, C.P.R. Employees
	• Undated	519, Testers Later C.P.R. employees amalgamated with Local 500 and the Testers 519 became Local 518.
1978	• May 8	519, charter issued to a local in Stewart
1988	• June 28	520, charter issued to a unit of boatmen, dispatchers and office staff
1992	• March 16	522, charter issued to a unit of warehouse. maintenance and clerical
1994	• June 1	400, chartered from former CBRT Local 400

The above is the compilation of existing documents circulated by individuals in the past years. We have brought the information into one place for perusal and corrections if required. — Dave Lomas & Frank Kennedy — February — 2009

the southern port of Vancouver. Not all the cans were empty as many cans were used to move everything from furniture to parts into the North.

We were a regular work force of six, with casuals being hired for reloading underweight cans.

The dock and Cassiar Asbestos mine was shut down for good in 1992.

The first Stevedoring company came to Stewart in 1984 to load logs. This proved to be a big source of work for the town, as many mines shut down and the town's population began to shrink. Several senior casuals were trained to operate cranes and at times, Frank Morrison was able to put together 6 deepsea gangs, because we had two ships in for logs on

more than one occasion.

Logs were our bread and butter for the next twenty years, and we still see the odd ship in port although the last two years has been somewhat quiet. We have only two members now, and with the support of the ILWU Canada and all

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Secretary-Treasurer's Report

Ken Bauder
Pension and Benefits Administrative Trustee

As your Secretary Treasurer and Administrative Trustee to the Waterfront Health and Benefit (H&B) and the Waterfront Industry Pension Plan (WIPP) I am involved with the establishment of policy and protocol for both plans. The Admin Committee reviews outstanding issues on a case-by-case-basis through an appeal process. This process is important because it could change policy.

HEALTH AND BENEFITS (H&B)
Currently we have a crisis with our Weekly Indemnity (WI) claims in

that we have been seeing an increase in claims and resistance from members to reimburse the Plan when an ICBC claim is settled.

Sometimes we encounter the same situation with WCB.

Our WI is funded 100% by Union/A board contributions @ 1.15/hour from your pay cheques after taxes. Because of the increase of claims (50% increase from last year) the net draw on the fund for WI is exceeding the monies coming in.

Actions that can be taken to retrieve the monies owed to the plan by the members are as follows:

1. Claw back of vacation pay;

2. Court action against the member

These are significant steps, but would not be if the WI monies were paid back to the plan upon receipt of any and all monies received from ICBC or WCB.

On a positive note even though our H&B Plan is seeing low hours and thus lower contributions, in general we are holding our own with all of the other benefits again it all depends on the contribution hours.

PENSIONS (WIPP)

I have reported out at the Longshore Contract Executive Board and at the

Locals that our Pension Plan (LCEB) has seen a significant drop in value as all pension plans in Canada have, some pension plans have had to lower benefits and reduce or remove retirement options for the foreseeable future.

Our Plan has been successful in not cutting benefits because of the discipline that your Trustees have shown –we take the advice of our consultations and then address all of the risks to the Plan. It is always easy to be reactive. Our Pension Plan is a 70 year plan – if you are 20 when you start and 90 when you die the Plans goal is to be 100% funded for that 70 year period between 20 and 90. Your Union Trustees have committed to that and expect to ride the highs and lows in our investments by maintaining a balanced portfolio that can stand the test of time. We have succeeded to date and expect to continue consulting and moving the Plan ahead with benefit increase when appropriate. Currently a one dollar pension increase costs 10 million dollars.

Have a safe day



Home can be a lifeline

National Coordinator, ITF Canada

Peter Lahay
Vancouver



Greeting Brothers and Sisters It's been a busy year for the ITF globally. More and more shipping companies are defaulting on bank payments. Banks and other creditors have been extremely careful not to set off mass bankruptcies of the global fleet.

Meantime the ship-building boom continues as vessels that had been placed on order books over the last five year boom period are still being constructed and hitting the water in a market that does not need anymore ships constructed.

All of this is having a significant effect on freight rates. There are no markets that are not affected. Daily rates and longterm charter rates are low and the prospects for some segments of the industry continue to weaken.

As you might expect this is starting to have a detrimental affect on the worlds seafarers. We are seeing some companies continuing to operate while short of cash. This has lead to some non payment of salary issues.

We are presently dealing with an abandoned ship case in BC.

One shipping company we have dealt with this past spring is owned by the President of a major international shipowners association. An association that has made many proclamations of progressive crewing and environmental practices. But when it came to his own company he simply ignored all of these commitments.

Last spring the Grand Esmeralda

sailed into Vancouver for a load of grain. The Philippines crew contacted my office at the behest of their wives and family back home. The families had stopped receiving their home allotments from the company. This is seaman's salary paid to family while the wage earner is aboard.

Settlement negotiations commenced with the company. During the course of investigation I found that the crew-



Sample of monies recovered for crews

ing agency in Manila had also stopped receiving funds from the company and were carrying the allotments themselves. With the threat of the crew taking strike action in support of their claim the company found the \$71,000 and we settled the onboard portion of the outstanding salary. The company promised it would settle up accounts in the Philippines in the coming weeks. The crew were heading to China and then Australia. Meantime the crew and the crewing agency in Manila stayed in contact with me throughout the next couple of months and the drama that would unfold in the ports of Geraldton and Newcastle Australia and Rosario Argentina played itself out.

When the vessel arrived in Australia I was contacted once again by the agency and crew. Now the crew were owed more than \$140,000. The crew were advised to contact Western Australia ITF inspector Adrian Evans who took charge of negotiations onboard Grand Esmeralda. The crewing agency advised that they and the families at home were owed \$350,000 and two other ships in the fleet Grand Victoria, bound for Newcastle, owed \$170,000 and Thetis \$120,000, bound for Rosario. So all told we had to recover \$850,000 for three ships and the out of pocket crewing agency.

The company was not going to easily roll over. They tried all manner of ways to slip out from beneath their obligations even going to the extent of fixing up phoney documents that would allege international wire transfers of funds. The crew who were now on strike were being threatened by the company and its lawyers. Adrian was constantly threatened with legal action against him and his union. At one point in an email communication with Capt. Rico Agan, who had become a friend, I wrote: "Hold fast! I have been closely following your struggle in Geraldton Australia. I want to congratulate all of you for your commitment to receive the justice necessary. I know it has been a difficult fight, but these cases always are. I strongly advise you to stand firm until you receive all of your wages and allotments. If you don't I fear the worst."

A few days and then weeks of emails

and calls flew around between, Vancouver, Buenos Aries, Athens, London, Rosario, Newcastle, Geraldton and Manila.

In the end due to the hard fought agreement put in place ITF inspector Adrian Evans in Geraldton and the continued threat of job action in Newcastle or Rosario the company agreed to settled everything up.

A tip of the hat to the former Captain, officers and crew of the Grand Esmeralda. And a tip of the hat to our brothers and sisters in Australia and Argentina for their determination to make wrongs right again. Well played, well done.

LOCAL 519

Continued from page 12

B.C. Locals we continue to hold on to our jurisdiction in the North. The possibilities of logs moving again through Stewart is very real. The opening of new mines near Stewart opens new possibilities that we may have more work in the future.

Richard Lemieux
President Local 519

Local 520

IILWU Local 520 represents the Dispatchers, Office Staff and Dockhands employed by the Pacific Pilotage Authority. The Authority is responsible for providing Pilotage services for the Fraser River and British Columbia coastline, and its employees are responsible for the co-ordination, transportation and all clerical duties necessary for the delivery of a safe and efficient Pilotage service.

With the assistance of then ILWU Canadian Area President Don Garcia and Secretary Treasurer Gordie Westrand, Local 520 received its ILWU Canadian Area Charter on June 28, 1988. For the next ten years the Local

Continued on page 14



3rd Vice-President

Al LeMonnier
Chair, ILWU Canada
Safety Committee

The facts about harassment in the workplace

I am sure most ILWU members and casuals did not enjoy reading the unpleasant articles published recently in the Vancouver Sun regarding alleged systemic harassment of fellow workers, in this case women, on the waterfront. The articles, as presented, gave a false impression that these examples of discriminate behaviour were rampant and unique only to the waterfront.

A recent article in the August publication of the OHS Canada Magazine titled Changing the Look of Violence relates to the new work place violence/harassment legislative language that was added to Ontario's Occupational Health & Safety Act. These changes came about because of three separate and recent incidents in Ontario where harassment and employee teasing situations that were allowed to fester led to eventual fatal violence in the work place. The legislation makes a direct link between harassment and violence. It was noted that between April and October 2008, 185 orders citing violence were issued by Ontario safety officers. In Quebec, after 5 years of adopted anti harassment rules, a survey shows that 31% of workers have witnessed or have been victim of psychological harassment in the work place. The survey also showed that although 81% of respondents were aware of their regulatory protection under provincial labour standards, one in five workers refrains from filing a complaint out of fear of retaliation.

British Columbia, Alberta, Saskatchewan and the federal government are the only other jurisdictions that have adopted anti harassment/workplace violence legislations. As I stated in a previous article, under the Canadian Occupational Health & Safety Regulations Part XX, the onus in preventing workplace violence and harassment is entirely on the employer's shoulders.

Workplace violence is defined as such: 20.2 In this Part, "work place violence" constitutes any action, conduct, threat or gesture of a person towards an employee in their work place that can reasonably be expected to cause harm, injury or illness to that employee.

And to prevent the above, the employer must do the following: 20.3

- (b) to dedicate sufficient attention, resources and time to address factors that contribute to work place violence including, but not limited to, bullying, teasing, and abusive and other aggressive behaviour and to prevent and protect against it;
- (c) to communicate to its employees information in its possession

about factors contributing to work place violence; and (d) to assist employees who have been exposed to workplace violence.

This said however, the union also has responsibilities and obligations in regards to harassment and they have dual roles. It must represent the members and/or casuals if the harassment occurs at the workplace. It must investigate, represent and take preventative steps if it occurs in areas it directly controls other than the employer's workplace such as the union office, meeting hall or dispatch hall.

1) **Workplace:** The union must investigate, represent and assist any member or casual within its organization when he/she has launched a complaint of harassment. If the incident occurred on the job, the union representative must investigate and inform the appropriate supervisor of the incident if the complainant has not done so already.

If the investigation has determined there was an incident, the union must continue to represent the complainant until a satisfactory resolve has been reached.

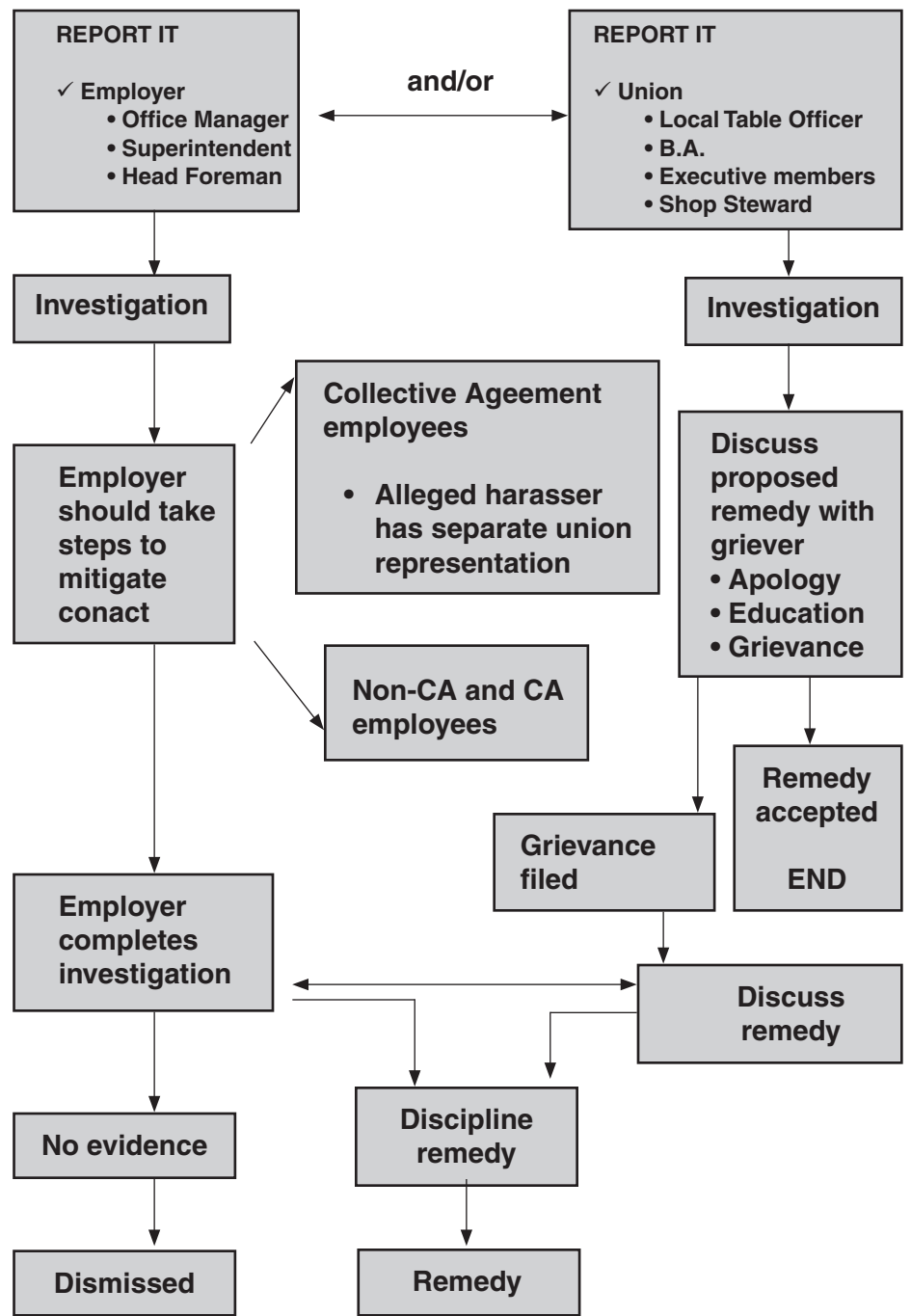
If the complaint is between the complainant and a person other than a Collective Agreement employee such as a foreman, superintendent, site contractor employee, the union has to represent only the complainant.

If the situation is between two employees under the collective agreement, the union must assign a separate representative for each person.

2) **Union Place:** If the incident happened in a place within the direct control of the union other than the employer's, the union must investigate, and take all appropriate steps including counseling and/or discipline to bring the situation to a satisfactory resolution.

The ILWU Canada officers designed a flowchart on the proper steps that need to be taken by both the employer and the union in dealing with harassment/workplace violence issues. We hope this chart will help all concerned. In closing, the most important step needed to end workplace harassment is the first one: Launch an official complaint.

ILWU Canada Harassment Policy Flow Chart



LOCAL 520 – Continued from page 13

relied on the many services offered by ILWU Canada

Over the past eleven years Local 520 has become mostly self sufficient. Whether sitting shoulder to shoulder at the bargaining table with the likes of Brothers Garcia, Westrand or Dufresne, attending CLC and other labour education programs, or simply soaking up advice from various ILWU Canada Officers and Executive Board Members over the years, we now have enough negotiators and grievance handlers within our own ranks to take care of most of

our own affairs.

In May 2009 former long term President, Bruce Northway joined the management team at the Authority. Brother Northway skilfully and faithfully served this Local as a member of our Executive Board for eighteen years. We wish him all the best in his new position, and we thank him for his many years of service to this Local, and to ILWU Canada.

*President, Jack Young
Vice President, Gary Tupper*

In Memoriam

Our heartfelt condolences to the family and friends on the passing of our ILWU member.

ARTHUR QUISSY

April 21, 1913 - January 01, 2009

Arthur Quissy was born in New Westminster on the April 21st, 1913, where he lived all his life.

He spent his teen years at various jobs, such as an apple picker, fur trap line and on a cattle ranch.

On March, 1941 he joined the army and served in various locations such as England, North Africa, Italy, Germany and Hol-



land and was discharged on January 20th, 1946 when he returned to New Westminster.

He was predeceased by his wife Olive, two brothers Norman and Harold.

He enjoyed his retirement. His hobby was bowling ten pins, which he continued until he was nearly ninety. He and his wife enjoyed traveling for many years.

Brother Quissy bequeathed the amount of \$25,000 to ILWU Canada Scholarship Fund

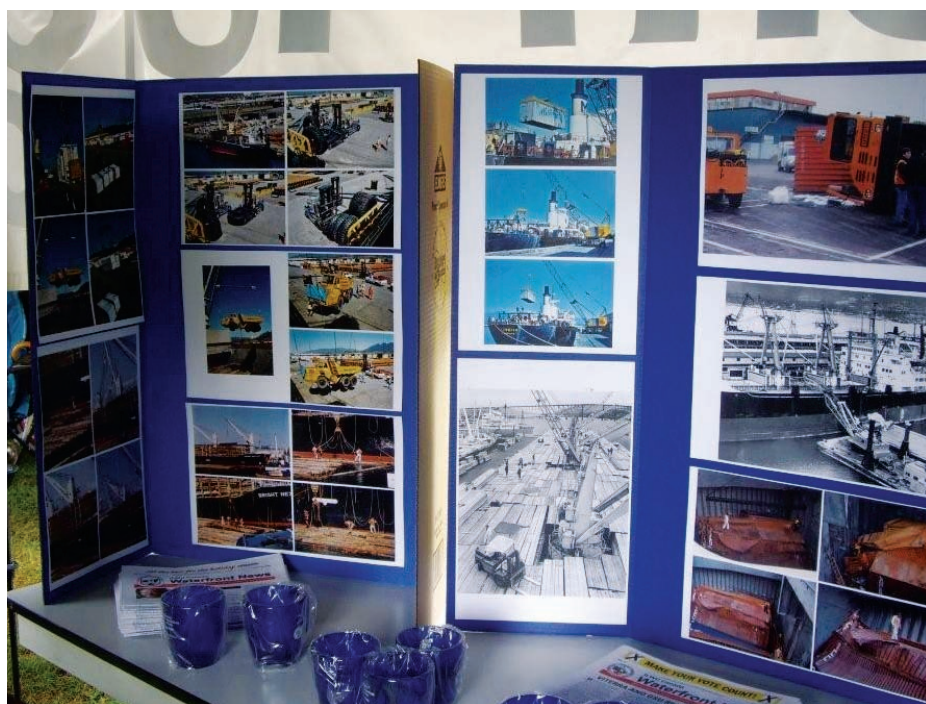
LABOUR DAY PICNIC PHOTOS – TROUT LAKE 2009



Left to Right 3rd Vice President **AL LEMONNIER**, **PHILIP LEGG**, Workers' Representative Worksafe BC and President **TOM DUFRESNE**



MIKE BROWN member of the ILWU, retired, with his exhibit of historical photos



Views of this year BC Feds Labour Day picnic at Trout Lake



photos courtesy of **AL LEMONNIER** ILWU Local 500

First Nation woman on the waterfront



Valentina (Tina) Brooks is a First Aid Attendant in the ILWU Local 500. She is the first ILWU member to be a First Nation woman working on the waterfront. She comes from a long line of ILWU members. Her great grandfather Ed Nahanee, was a founder of the Native Brotherhood of BC. Her grandfather Ray Nahanee was a life-long ILWU member and her father, Vince Point, is another ILWU member and cousin to Lt. Gov. Steven Point.

"I joined in 1988 as one of the first women on the waterfront," says Tina, "My father brought me down and I decided to apply for work. I was de-stuffing cargos of northern boxed fish. It was a bit unusual to be one of the only three women out of 2,000 ILWU employees." She says it's been an awesome career and she's always been treated as an equal at parity with the men.

"For the first three years I did log-booms and deck-checking and counts on cargo. I was dispatched to labour around various harbours on the Vancouver side." She had to work hard to raise three kids as a single mother, says Tina, "I ended up having five kids." She raised them on the Seymour Reserve of the Squamish Nation on the North Shore.

Tina became a machine and forklift operator and began taking occu-

pational safety courses, "In 1999 I schooled on Level III occupational safety," and she's been working as a safety employee since the turn of the decade. "Now I'm looking forward to retirement."

On January 13, 2009 Tina was working on the harbour, "and it was my job to make coffee so I was sitting with Cheryl Muscroft drinking a coffee," who, on this day, went into detail about unusual issues with her kids and husband. "She talked a lot that morning about how much love she had for him and for her children."

It was 8:30 A.M. and they were, "shooting the breeze talking about old times." She says, "It was me and her for about an hour until the foreman came by to say her labourer had arrived and was ready to start unloading."

Cheryl was scheduled to unload steel from ship's cargo and load it onto trucks. It seemed like only minutes later that Tina received a frantic radio call, "It was radio-panic and I kitted up with



VALENTINA BROOKS

safety equipment, resuscitation, and oxygen." She went to the scene where two large bundles of 310 steel had fallen on a worker.

"Oh my God," says Tina, "it was Cheryl. Tony Moody, my cousin, lifted the load off her body with a forklift," and it was a gruesome sight. Cheryl had gone cyanotic, a condition where body tissues are uncharacteristically low on oxygen. "She was losing consciousness. I applied all my skills and stayed with her and I told her it was me." Her friend Cheryl Muscroft whispered a few things, "and told me to tell her daughter that she loved her."

Tina administered all the care she could render and kept Cheryl alive until paramedics arrived. The incident occurred at 9:30 A.M. and Cheryl passed away on an operating table in the hospital about three hours later. "The Creator gave me the strength to do my job and I thank the Creator that I was prepared," for such an extraordinary challenge. Tina has decided to remain on the job the ILWU Local 500 and

the ILWU Canada offices provided her special recognition earlier this year for the heroic effort to save a fellow worker on the Vancouver docks.

Gordie Westrand is Executive Director of ILWU Local 500, "Tina is a strong union person, a First Aider with a long family history in longshore locals," including close family members who worked in the all-Native longshore gangs in the 1940s. By the 1950s and 60s First Nation union members were working alongside everybody else in the ILWU Local 500.

"First Nation members are an important part of this union. Cy Baker, Red Baker, and Kenny Baker were Squamish members who had careers in the union. In Port Simpson, Local 515, which is not presently active, had a majority of its members from First Nations." Current membership in ILWU Local 505 in Prince Rupert has about half of its members from First Nations.

This article reprinted courtesy of the "First Nations Drum" editor@firstnationsdrum.com

Retired Longshore members

2009 RETIREMENTS - LONGSHORE

RETIREMENTS - FOREMEN

Port	Name	Age	Service	Date
VA	Darrell Harris	64-11	14	01-Jan-09
VA	Robert Smee	65	45	01-Feb-09
VA	Christopher Ellis	62-4	40	01-Feb-09
VA	Gary Steer	63-3	40	01-Feb-09
VA	Michael Freeman	62-9	38	01-Feb-09
VA	Leigh Sykes	65	41	01-Mar-09
CH	Donald Godkin	61-3	42	01-Mar-09
VA	John Dunbar	62-11	43	01-Apr-09
VA	Roger Pelzer	65	45	01-May-09
CH	Wayne Kay	61	42	01-May-09
VA	Richard Hughes	65	37	01-May-09
VA	Ronald Polson	64-8	45	01-Jun-09
VA	Norman Verner	61	42.5	01-Jul-09
VA	Kenneth Davis	65	43.5	01-Jul-09
VA	Richard Jeffery	62-3	39.5	01-Jul-09
VA	Paul Evans	63-5	18.6	01-Aug-09

RETIREMENTS - LONGSHORE

Port	Name	Age	Service	Date
VA	Alex Cappos	63	46	1-Nov-08
CH	Victor Popovich	65	43	1-Jan-09
VA	William Thomas	62-6	22	1-Jan-09
VA	Dragan Cvijic	65	13	1-Jan-09
VA	Terry Patrick	65	14	1-Jan-09
VA	Paul Triska	65	5.75	1-Jan-09
VA	Robert Joyce	65	45	1-Feb-09
VA	Barry Decloedt	64-11	46	1-Feb-09
VA	Nick Calla	60	38	1-Feb-09
VA	Henry Peters	65	14	1-Feb-09
NW	James Stewart	62-4	22	1-Feb-09
VA	Richard Beau	64-7	22	1-Feb-09
PR	David Nystedt	65	7	1-Feb-09
NW	Bryan Ringrose	63-5	43	1-Feb-09
NW	Tom Pennell	65	10	1-Feb-09
CH	Ivan Strom	62-2	36	1-Feb-09
VA	John Pavelich	65	11.5	1-Mar-09
VA	Gurnam Kalsi	65	22.25	1-Mar-09
VA	Ronald McDonald	65	27.25	1-Mar-09
VA	Giuseppe Papalia	65	25.5	1-Mar-09
VA	William Cooke	62-7	33	1-Mar-09
VA	Rudolf Feranec	63-8	38	1-Mar-09
VA	William Graham	65	42.25	1-Mar-09
VA	Raymond Kowalchuk	62-2	43.5	1-Apr-09
VA	Harold Williamson	62-5	43	1-Apr-09
VA	Anthony Grippo	63	40.25	1-Apr-09
VA	Robert McMath	64-9	39.25	1-Apr-09
VA	Gary Penner	62-5	30.5	1-Apr-09
VA	Morris Giroux	62-8	38.5	1-Apr-09
VA	Patrick Brown	62-11	42.75	1-May-09
VA	William Burndred	64-10	42.5	1-May-09
NW	Larry Hill	63-5	40.5	1-May-09
NW	Roger McCarthy	62-5	42.5	1-May-09
CH	Richard McLeod	61-8	44.5	1-May-09
CH	David Gibson	62-3	41.5	1-May-09
VA	Earl Jergens	65	32.25	1-May-09
VA	Errol Bolton	62-9	36.25	1-May-09
VA	Terry Ghesegeer	63-4	37.25	1-May-09
VA	Soo Choi	65	32	1-May-09
VA	Paul Levesque	63	31	1-May-09
VA	Milan Mihovic	65	12.5	1-May-09
VA	Milan Markovic	65	18.75	1-May-09
VA	Werner Hofer	65	13.25	1-May-09
VA	Edward Kublank	65	18.5	1-May-09
VA	Kenneth Black	65	43.25	1-Jun-09
VA	Larry Stephenson	63-7	43.25	1-Jun-09
CH	James McKinley	65	22	1-Jun-09
VA	Robert Cole	62-10	42.25	1-Jun-09
VA	Otto Sladeczek	65	17.25	1-Jun-09
NW	Denis Horgan	65	12.5	1-Jul-09
VA	Ronald Evans	64-11	39.5	1-Jul-09
VA	Robert Smith	65	42.5	1-Jul-09
NW	Real Bilodeau	65	27	1-Jul-09
VA	Surjit Chima	62-1	28	1-Jul-09
VA	Michael Gillespie	65	35	1-Aug-09
VA	Gordon Gartley	63	33	1-Aug-09
VA	Enrico Diricco	65	14.25	1-Aug-09
VA	John Johnston	61	32.5	1-Aug-09
VA	David Peebles	61-9	40.5	1-Aug-09
VA	Pavel Navratil	64-8	27	1-Aug-09

Port Legend

Local 500 – VANCOUVER	CH Chemainus
Local 502 – NEW WESTMINSTER	PR Prince Rupert
Local 505 – PRINCE RUPERT	VA Vancouver
Local 508 – VANCOUVER ISLAND (Victoria, Chemainus & Port Alberni)	VI Victoria
Local 514 – FOREMEN	PA Port Alberni
Local 517 – PORT AUTHORITY STAFF	NW New Westminster
Local 519 – STEWART	ST Stewart
Local 523 – RIDLEY ISLAND	L517 ILWU Local 517

We remember them well

2008 DECEASED PENSIONERS - LONGSHORE

Port	Name	Date Of Death	Age at Death	Retired
VA	William Barbour	4-Dec-08	73-4	1-Aug-00
VA	Ernest Marsan	6-Dec-08	85	1-Dec-88
VA	Guiseppe Cipriano	18-Dec-08	86-2	1-Oct-87
CH	Clifford Walker	29-Dec-08	75-8	1-Apr-98
VA	Fred Klingensmith	1-Jan-09	83-3	1-Oct-90
NW	Arthur Quissy	1-Jan-09	95-7	1-Jul-75
VA	Leon Ochedek	2-Jan-09	85-9	1-Apr-88
VA	William Watkins	13-Jan-09	70-4	1-Jan-01
CH	Arthur Seriani	14-Jan-09	84-1	1-Jul-87
CH	Eldon O'Dell	20-Jan-09	83	1-Jan-87
VA	Christian Stickel	15-Feb-09	85	1-Mar-89
VA	Donald Laforge	24-Feb-09	85-1	1-Sep-87
CH	John Atkinson	5-Feb-09	81-2	1-Feb-92
VA	Raymond Emmerson	20-Feb-09	73	1-Feb-96
VA	Norman Hansford	14-Feb-09	78-1	1-Mar-88
VA	Richard Sutton	4-Feb-09	68-6	1-Aug-05
VA	Niels Abildgard	12-Feb-09	81-10	1-Apr-92
VA	Thord Dahlen	10-Feb-09	71	1-Dec-02
CH	Ivan Strom	3-Feb-09	62-2	1-Feb-09
CH	Bernard Cain	4-Mar-09	80-6	1-Mar-90
VA	Kelso Dean	16-Mar-09	81-2	1-Jun-91
VA	Ralph Graham	20-Mar-09	79-2	1-Jan-92
CH	Terrence Barney	31-Mar-09	69-5	1-Feb-01
VA	Antonio Desousa	31-Mar-09	83-9	1-Jul-90
NW	William Lahay	17-Apr-09	91-11	1-Jun-82
CH	Robert Rinta	6-Apr-09	67-7	1-Feb-04
PA	Stanley Bouvette	8-Apr-09	87-9	1-Jul-83
VA	Cecil Stein	30-Apr-09	82-8	1-Sep-91
VA	Allen Hutton	17-May-09	71-6	1-Nov-02
VA	Douglas Percy	31-May-09	73-8	1-Mar-99
VA	Clayton Green	29-May-09	83-6	1-Jun-90
VA	Norman Mardyn	8-Jun-09	88-6	1-Dec-85
CH	Peter Negrin	7-Jun-09	85	1-Jul-89
NW	Tom Pennell	20-Jun-09	65-4	1-Feb-09
VA	Allan Evens	3-Jul-09	63-4	1-May-08
VA	Francesco Vincelli	7-Jul-09	81	1-Jan-91
VA	Nelson Hutchinson	15-Jul-09	81-6	1-Jun-92
VA	Ross Roskamp	31-Jul-09	71-10	1-Oct-98

FOREMEN

VA	Benito Cancellieri	11-Dec-08	70	1-Dec-03
VA	Earl Stewart	18-Dec-08	66	1-Dec-07
CH	Ronald Dickson	27-Dec-08	76-11	1-Feb-93
VA	William Tomiak	16-Dec-08	67-11	1-Apr-04
VA	James Bartley	16-Jan-09	88-4	1-Jul-85
VA	Roderick Moore	22-Feb-09	67-7	1-Aug-06
VA	Donald Croft	19-Mar-09	74-2	1-Jan-00
VA	Donn Smith	1-Mar-09	77-11	1-Apr-93
PR	Henry Bragg	10-Mar-09	78-11	1-May-95
VA	Terence Wood	31-Mar-09	63-3	1-Mar-08
NW	Douglas Whitford	4-Apr-09	75-1	1-Mar-99
NW	Robert Evoy	15-Apr-09	79-1	1-Mar-95

WIDOWS

PA	Anna Maria Kuhn	11-Jan-09	84-11	
NW	Annie Anderson	13-Feb-09	92-2	
VA	Vera Payne	14-Feb-09	77-2	
VA	Irene Hembrough	19-Feb-09	85-5	
VA	Ethel Wagner	27-Feb-09	83-9	
VA	Reidun Kirkeberg	12-Mar-09	87-6	
VA	Dolores Mitchell	28-Mar-09	81-3	
VA	Evelyn Chester	21-Apr-09	86-3	
VA	Elizabeth Newcombe	24-Apr-09	87-10	
VA	Agnes Follis	3-May-09	95	
VA	Dorothy Will	26-May-09	79	
VA	Joan Jones	8-Jun-09	75	
VA	Margery Thomson	20-Jun-09	67	
VA	Anna Weatherall	4-Jul-09	79-6	
VA	Hilda E Westrand	6-Jul-09	85-4	

DECEASED ACTIVE MEMBERS

VA	Nikolas Kuhlenkamp	19-Dec-08	59-6	
VA	Cheryl Muscroft	13-Jan-09	50-8	
VA	Greg Milanowski	16-Jan-09	47-9	
VA	Ted Samos	19-Apr-09	52-11	
VA	Gidda Bahader	24-Apr-09	61	
NW	Arvid Jones	14-May-09	50-2	
VA	Roger Henning (F)	29-May-09	61-9	
VA	Arthur Kirkby (F)	17-Jun-09	63	
NW	Eric Wilson (F)	25-Jul-09	64-5	