INSIDE
Washington Report: Social Security scheme on deck ....................... page 4
Desert docks and octopi: How ILWU work is changing .................. pages 6-7
Columbia River dredging to proceed ................................. page 8
ILWU Locals spread holiday goodwill ................................ page 11

ILWU goes to South Africa
page 3

Union tugs respond to Alaska disaster
page 5

Art Johnson remembered by his friends
page 5

California’s son-of-a-Bush
see Presidents Report, page 2
In the short time he has been in office, Schwarzenegger has vetted legislation that would have raised the minimum wage, that would have reduced offshoring of American jobs, that would have made health care accessible for millions more California workers, and that would have reduced prescription drug costs. He has also lowered workers’ compensation payments for disabled workers.

Many of the “special interests” that Schwarzenegger is so boldly taking on have the kind of stress and fear-mongering. Never mind that Bush’s “facts” and “figures” are more fiction than fact, never mind that his plan transparently favors the Wall Street investment firms that will profit from administering all those millions of private individual accounts, never mind that he has no plan to have them. Never mind that the plan will foist another two trillion dollars of debt onto the very people who are going to be asked to make money. Bush claims to be trying to help. But never mind that this scheme is the same inane boogeyman of a delu- sionary neo-conservative theorist could devise.

So, the corporate media treats it with respect, as if it bears some resemblance to reality. And why not? The parent companies of those media outlets have more than a passing interest in those invest- ments in return for fees and royalties. That is a passing interest in proposals now before Bush’s Federal Communications Commission to further ease federal regulations controlling media con- solidation.

It would be possible to go on so many levels even the opposition wants to argue it on Bush’s terms. They argue the num- bers don’t add up to such an insur- mundane disaster, that there is no way to predict what will happen to the economy in 30, 40, 50 years. At the same time, while positing such unknowns, they are all too willing to concede now to such proposals as raising the retirement age so they can sound reasonable, like they want to “share the pain” of reform, as if the rich were ever hurt- ing here.

But as ILWU Legislative Director Linda Macluaghlin points out on page 4, Social Security is so much more than a retirement pro- gram. Not that having a minimum safety net for retirement isn’t an essential part of the vision of Social Security, and, as Macluaghlin notes, one that is particularly vital to women and people of color.

Social Security was also designed and intended to help dis- abled workers, whose income so often managed by the production process to con- tinue to be exploited by their employers. It was also guaranteed to provide the minimal support for the widows and orphans of the casualties of the workplace. Are we to re-apprise these people to 19th century-style poor houses and or- phanages, or are we, as a society, going to give them some security— that is, Social Security?

And no one seems to be talking about how Bush’s proposal is redund- tant and unnecessary. American workers have already had access to legis- lated, pre-tax incentive private retirement savings accounts. They are called ERAs and 401(k)s. Workers want to risk their retire- ment savings on the stock market, the vehicle for that already exists. Why should we have to give up Social Security for more of the same?

This issue pits employer versus employer as clearly as in any recent high in our state. In a state that rejected the rich- er richer in Bush’s scheme, but he and his cohorts seem to have no prob- lem making workers’ lives even more miserable to do it. Ultra-wealth and ultra-power are not enough—they have to go our faces.

By James Spinosa
ILWU International President

Arnold Schwarzenegger rode a wave of populist discontent and an anti-establishment power into California’s governorship. He played the role of the outsider taking on the status quo, the new sheriff come to clean up the town. The newspapers never men- tioned the bankers and railroad barons funding his efforts. He took the right wing attacks directed against George W. Bush by large margins in both 2000 and 2004, Schwarzenegger is pushing an economic agenda that is a clone of Bush’s—attacking union workers, their workplace protections and pensions and privatizing as much of the social wealth as possible. He speaks of getting rid of “special interests” to allow the “business of the people” to proceed. Translated, what he really means is getting rid of the protections working people have won through decades of hard struggle in California and thereby allowing his rich friends and donors to reap ever-larger profits.

While the special interests of workers and their unions are being attacked loudly and publicly, corporate interests are quietly taking over Schwarzenegger’s administration.

Edited by Steve Stilakon
Assistant Editor

ILWU Titled Officers

JAMES SPINOSA
President

ROBERT McELLRATH
WESLEY FURTADO
Vice President

STEVE STILAKON
WWW.ilwu.org

Editor

TOM PRICE
Assistant Editor

WACO

President

Vice President

WILLIAM E. ADAMS
Secretary-Treasurer

President

Published monthly except for a combined July/August issue, for $5.00, $10 non-members. a year by the ILWU, 1186 Franklin St., San Francisco, CA 94109-6685. The Dispatcher welcomes letters, photos and other submissions to the above address. © ILWU, 2005.
ILWU attacks solidarity gatherings in South Africa

By Steve Stallone

The ILWU sent three delegates to represent the union in South Africa at the tenth year commemoration of the end of apartheid and at an international mine workers conference last November.

International Secretary-Treasurer Willie Adams, International Executive Board member Trinidad Esquival (representing the Southern California mining Local 30 in Boren) and Mike Diller (president of Local 20 that processes and packages the mined borax products for export in Wilmington) made the 20-hour flight to Johannesburg with excitement and anticipation. The parade celebrating the end of South Africa’s institutional system of racialism and segregation and the beginnings of its democracy was the highlight of the trip for the ILWU delegation. It was a victory not just for the people of South Africa, but for the ILWU as well, which was very involved in the international movement to take down the old regime through its boycotts of South African ships and other actions.

The South Africans themselves recognized the union’s central role in the struggle by asking the ILWU delegates to lead the march through the streets of Johannesburg. They carried a banner proclaiming “United Against Apartheid / Together in Freedom / An injury to one is an injury to all” along with the ILWU insignia and signed by the Titled Officers and the Coast Committee. Adams was transported by the experience.

“I felt like we were riding on the wings of angels,” he said. “Especially hearing the feet on the pavement. I thought to myself, ‘This is what Martin Luther King Jr. must have felt like on the march to Selma.’ The ILWU had pushed the fight against apartheid, so it couldn’t have been more fitting for us to be there out front. People were coming out of the buildings and onto the streets to join the parade. It doesn’t get much better than that.”

Diller too was swept up in the emotion of the moment, recalling memories of past struggles.

“I remember marching in 1985 at the University of California in Berkeley to divest its capital in South Africa in a moment of solidarity during our International Convention,” he said. “This was just as much of an uplifting experience as that was.”

After the parade Adams, Diller and Esquival gave their banner to the African National Congress (ANC), Nelson Mandela’s organization that led much of the fight against apartheid. It now hangs in the ANC headquarters.

As time allowed the ILWU delegates also visited the black township of Soweto, where much of the revolutionary movement was sparked, and the modest home of Nelson Mandela before he was jailed by the repressive government. The house has since been transformed into a museum of apartheid, a remembrance of a brutality that reigned not far in the past.

“It was a very somber experience,” Diller said.

The humble structure also housed numerous plaques, memorabilia and awards Mandela received over the years, including Sugar Ray Leonard’s welter weight boxing belt. “Sugar Ray was so moved by Mandela’s determination that he gave him his championship belt,” Adams said, noting that Mandela had been a boxer himself in his younger days.

In the two days prior to the parade the ILWU delegates attended the World Conference for the Mining Industry hosted by the 20 million-member International Federation of Chemical, Energy, Mining and General Workers Union (ICEM). Representatives from mining unions around the world gathered to support each other in their struggles against international mining conglomerates.

For example, Rio Tinto, the company that employs ILWU Local 30 borax miners in the Southern California desert and the Local 20 chemical processing and packaging workers at the Port of Los Angeles, is the largest mining company in the world and is notorious for its anti-union activities in South Africa, Australia and many other countries.

“At the conference we learned that Rio Tinto has joined groups like the International Council for Mining and Metals (ICMM) to make themselves look good throughout the world,” Esquival said. “But Rio Tinto has yet to sign onto to global agreements to better the lives of working people.”

As part of the ICEM’s four-year work plan, the conference called for “meaningful, inclusive and regular social dialogue” with employers at the highest level and with the employer group ICMM to monitor basic international standards set by the United Nation’s International Labour Organization. The plan also calls for a campaign to get all countries with mining interests to ratify ILO Convention 176 on Mine Health and Safety; to move forward to implement ILO Convention 162 on employment and social impacts of a ban on asbestos mining; to use the global union federation and global agreements to unite and organize workers worldwide; and to continue to build local partnerships in mineral extraction areas in the fight against HIV/AIDS.

“The real challenge for the people of South Africa since the end of apartheid is to overcome the HIV virus,” Esquival said. AIDS has become the top public health issue throughout Africa.

Another part of the work plan calls for the mining industry to meet the human needs of its workers, families and communities. It sends a clear message to both private and public financing organizations that the “one-size-fits-all” mine privatization and restructuring model is unacceptable. Citing a record of social devastation and vast and wildly liberalized mining enterprises, the work plan warns such financing bodies away from such investments.

Esquival also said the work plan calls for withdrawal of all occupying forces. The plan also calls for immediate action toward a just settlement of the Palestine-Israel conflict that includes an independent and viable Palestinian state.

“I left Johannesburg with a tremendous feeling of solidarity with our brothers and sisters throughout the world who belong to the labor movement,” Diller said. “The delegates want us to end the war in Iraq. They love our people, but hate George Bush and the policies he stands for.”

Adams, who attended the last ICEM conference in Australia in 2002 along with Director of International Affairs Ray Famaulde, was pleased with the delegation’s short but productive trip, solidifying the ILWU’s relations with other workers and planning further collaborations.

“We were where we needed to be, getting down to the same priorities that we have to do,” he said. “Our visit also laid the groundwork for the Maritime and Mining Conference the ILWU will be hosting in Southern California this May.”

At the Mandela House Museum: (Left to right) Keith McCorriston, MUA Branch deputy secretary for Western Australia. ILWU Local 20 President Mike Diller, ILWU International Secretary-Treasurer Willie Adams, and Mike Diller, ILWU Local 20 President Mike Diller.

Marching in the streets of Johannesburg. Far left, International Executive Board member Trinidad Esquival; center, International Secretary-Treasurer Willie Adams; and far right, ILWU Local 20 President Mike Diller.
Bush Social Security scheme on deck

By Lindsay McLaughlin
ILWU Legislative Director

January 2005

The Washington Post

Bush's secret plan to take one-third of your Social Security retirement checks began in earnest last week and is expected to be fully underway by the middle of this year. Under the Bush's hand-picked commission's plan, one-third of workers' Social Security would be diverted from the trust funds into private accounts. The trust funds would lose almost $2 trillion in the first 10 years alone. So significantly does this diversion hurt the trust funds that the date Social Security would be unable to pay full benefits would be moved up (from 2042 to 2021). How does that fix the long term solvency of Social Security? It doesn't.
Union tugs ‘first responders’ in maritime disaster

by Tom Price

The wind was howling and the waves churning in the Bering Sea off Unalaska Island when the bulk carrier Selendang Ayu’s engine failed. At about 1 a.m. Dec. 7 her captain put out an urgent plea for help to the tugs at Dutch Harbor, 50 miles away in Alaska’s Aleutian Islands.

The Inlandboatmen’s Union—crewed tug Sydney Foss answered the call and battered its way through icy waters to join the Coast Guard Cutter Alex Haley. Together they would attempt a daring rescue that ended tragically for six of the seven crew members.

Sydney Foss, a 90-foot vessel, was the “first responders” in maritime disaster. Together with a Dolphin helicopter crew, from the captain to the cook, the members in the Harbor Master’s Forum, a half-Russian, half-Alaskan group dealing with coastal communities and fisheries, bemoaned the pollution effects of the accident on local people and wildlife.

The cause of the accident is still under investigation. The engine had suffered a crack in a cylinder lining, according to the Seattle Post-Intelligencer. The ship can lose as many as two of its six cylinders and still move, but the engine must be stopped to bypass the affected cylinder.

Endangered seabirds fly by grounded Selendang Ayu.
California’s newest port could be humming in the high desert within five years, if the City of Victorville and its corporate partners make good on their plans. The city owns the site for the George Air Force Base. The site, now called the “Southern California Logistics Airport,” holds a 5,000-acre business complex that includes office, manufacturing and industrial space as well as an international all-cargo airport. For two years now, Victorville has been working with the Farsha Group, a logistics company which manages terminals of Los Angeles and Long Beach. They plan to develop a full, integrated hub—a yard, a distribution center and other port facilities some 100 miles from LA/Long Beach Harbor, in the back yard of ILWU mine-mineral processing Local 30 in Boron. That could spell trouble, said Trinidad Esquivel, ILWU International Executive Board member from Local 30. “Some high desert will work for $8 an hour,” Esquivel said. “If the ILWU employers could move the ocean from LA to the desert, they would do it.”

Esquivel spoke at the Dec. 8 meeting of the new ILWU Elected Leaders Organizing Task Force. That meeting brought together members of the IEB, leaders from the ILWU’s warehousing, warehousing and marine divisions, staff from the International Organizing Dept. and top organizers from the AFL-CIO. They took a hard look at the strategies and resources the union will need to organize successfully in the face of a hostile government, feeble labor laws and a rapidly changing economy.

Recognizing that winning strategies will have to be grounded in an understanding of the ways the cargo-handling industry is changing, the Task Force spent part of the day reviewing research done last year for the Longshore Division by a team from the Institute for Labor and Employment at the University of California. That team included Peter Olney, now back at the ILWU as International Organizing Director; Avey Willis, now an International Organizer/Researcher for the union; and Arin Dube, Rhonda Evans, Peter Hall, Van Sweeney and Goetz Wolf. The information below comes largely from that research.

Globalization, deregulation, and changes in technology and retailing have spurred substantial changes in the cargo-handling industry. Information and information workers are playing a growing role. Companies with long histories in the industry are taking on new functions and new kinds of companies are popping up. Work is moving inland and out of ILWU jurisdiction.

The ILWU works at a key link in the cargo-handling chain. The chain brings raw materials and manufactured goods into the U.S. and brings goods produced in this country to ports for export. The major links in the cargo-handling chain include warehousing, trucking, warehousing and distribution, and “services incidental.”

Workers in the “services” sector include brokers, freight forwarders, reservations agents and many others who deal with information and arrangements. They make up the fastest-growing part of the cargo-handling industry.

ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the percentage of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. That’s the fastest-growing part of the cargo-handling industry.

In fact, it’s not union work at all. The chart on page 7 shows that ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the percentage of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. That’s the fastest-growing part of the cargo-handling industry.

The number of companies that make up the cargo-handling industry have grown, but the number of workers who belong to unions has declined steadily from 1983 to 2002. Deregulation and the evolution of technology have made the industry’s growth possible. Companies can no longer count on the advantages that they enjoyed protection from anti-trust laws.

Workers in the “services” sector include brokers, freight forwarders, reservations agents and many others who deal with information and arrangements. They make up the fastest-growing part of the cargo-handling industry.

The ILWU works at a key link in the cargo-handling chain. The chain brings raw materials and manufactured goods into the U.S. and brings goods produced in this country to ports for export. The major links in the cargo-handling chain include warehousing, trucking, warehousing and distribution, and “services incidental.”

Workers in the “services” sector include brokers, freight forwarders, reservations agents and many others who deal with information and arrangements. They make up the fastest-growing part of the cargo-handling industry.

ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the percentage of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. That’s the fastest-growing part of the cargo-handling industry.

In fact, it’s not union work at all. The chart on page 7 shows that ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the percentage of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. That’s the fastest-growing part of the cargo-handling industry.

The number of companies that make up the cargo-handling industry have grown, but the number of workers who belong to unions has declined steadily from 1983 to 2002. Deregulation and the evolution of technology have made the industry’s growth possible. Companies can no longer count on the advantages that they enjoyed protection from anti-trust laws.

In 1988, the NOL Group, for example. Many 3PLs grew out of former George Air Force Base. The site, now called the “Southern California Logistics Airport,” holds a 5,000-acre business complex that includes office, manufacturing and industrial space as well as an international all-cargo airport. For two years now, Victorville has been working with the Farsha Group, a logistics company which manages terminals of Los Angeles and Long Beach. They plan to develop a full, integrated hub—a yard, a distribution center and other port facilities some 100 miles from LA/Long Beach Harbor, in the back yard of ILWU mine-mineral processing Local 30 in Boron. That could spell trouble, said Trinidad Esquivel, ILWU International Executive Board member from Local 30. “Some high desert will work for $8 an hour,” Esquivel said. “If the ILWU employers could move the ocean from LA to the desert, they would do it.”

Esquivel spoke at the Dec. 8 meeting of the new ILWU Elected Leaders Organizing Task Force. That meeting brought together members of the IEB, leaders from the ILWU’s warehousing, warehousing and marine divisions, staff from the International Organizing Dept. and top organizers from the AFL-CIO. They took a hard look at the strategies and resources the union will need to organize successfully in the face of a hostile government, feeble labor laws and a rapidly changing economy.

Recognizing that winning strategies will have to be grounded in an understanding of the ways the cargo-handling industry is changing, the Task Force spent part of the day reviewing research done last year for the Longshore Division by a team from the Institute for Labor and Employment at the University of California. That team included Peter Olney, now back at the ILWU as International Organizing Director; Avey Willis, now an International Organizer/Researcher for the union; and Arin Dube, Rhonda Evans, Peter Hall, Van Sweeney and Goetz Wolf. The information below comes largely from that research.

Globalization, deregulation, and changes in technology and retailing have spurred substantial changes in the cargo-handling industry. Information and information workers are playing a growing role. Companies with long histories in the industry are taking on new functions and new kinds of companies are popping up. Work is moving inland and out of ILWU jurisdiction.

The ILWU works at a key link in the cargo-handling chain. The chain brings raw materials and manufactured goods into the U.S. and brings goods produced in this country to ports for export. The major links in the cargo-handling chain include warehousing, trucking, warehousing and distribution, and “services incidental.”

Workers in the “services” sector include brokers, freight forwarders, reservations agents and many others who deal with information and arrangements. They make up the fastest-growing part of the cargo-handling industry.

ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the percentage of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. That’s the fastest-growing part of the cargo-handling industry.

In fact, it’s not union work at all. The chart on page 7 shows that ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the percentage of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. That’s the fastest-growing part of the cargo-handling industry.

The number of companies that make up the cargo-handling industry have grown, but the number of workers who belong to unions has declined steadily from 1983 to 2002. Deregulation and the evolution of technology have made the industry’s growth possible. Companies can no longer count on the advantages that they enjoyed protection from anti-trust laws.

In other words, it covers the information and planning parts of moving goods as well as transportation and storage. A typical company may have a branch that helps manufacturers plan the best way to send goods, one that owns ships and one that runs the distribution center that holds the goods before their final trip to the retail store. Maybe it also owns an airfreight operation and a trucking fleet.
Before computers, paper followed the goods and went through many different hands. Now information can be put into a computer when the goods leave the manufacturer and tracked by computer till the goods arrive at their point of sale. Computerization has enabled employers to send documentation and planning work off-dock and even overseas.

As early as 1989, shipping lines began moving their agency work inland and out of state so they could shed their contracts with ILWU Local 63 OCU. Workers in the industry caught on quickly and flocked to 63 OCU so they could negotiate job security.)

Stevedoring Services of America, one of the most anti-union of the PMA employers, moved its yard and vessel planning work to Salt Lake City once the work was computerized. Implementation of new technology proved one of the gnarliest issues in the 2002 Longshore Division contract negotiations. The union insisted strongly that clerks should retain the work specified in Section I of the PCLCD, which governs jurisdiction, and keep control over the work process as the technology changed.

Technology has also reshaped retailing practices, and the changes have rippled through the cargo-handling chain.

NOT YOUR MOTHER'S WAREHOUSE

Big retailers like Wal-Mart, Target and Payless now rank among the top importers. They flexed their influence in the West Coast Waterfront Coalition during the 2002 contract fight—and their business practices mold the warehouseing end of the cargo-handling chain.

Retailers no longer store inventory in warehouses and hope their good marketing instincts will help keep down the amount of stuff they store but don't sell.

Now they demand more frequent, smaller deliveries tailored to customer demand and delivered “just in time,” ready to put on the store floor. Bar codes and computers and the ability to transfer large quantities of data electronically enable stores to collect exact information on sales trends and inventory that needs to be re-stocked.

This information goes to distribution centers, which aim to move goods out as quickly as possible. Highly automated, they often “cross-dock,” taking goods from one ship and loading them onto another ship with different destinations. Now they demand more frequent, smaller deliveries tailored to customer demand and delivered “just in time,” ready to put on the store floor. Bar codes and computers and the ability to transfer large quantities of data electronically enable stores to collect exact information on sales trends and inventory that needs to be re-stocked. This information goes to distribution centers, which aim to move goods out as quickly as possible. Highly automated, they often “cross-dock,” taking goods from one ship and loading them onto another ship with different destinations.

Capital chases the lowest wages around the world. Employers siphon jobs from the U.S. to countries where they can pay non-union workers wages that barely support life. No news here. But then the goods produced overseas must get shipped to the U.S. market for sale. The huge influx of goods is swamping West Coast ports.

Cargo volume in ILWU ports has more than doubled in the last 20 years. For the last several years, industry analysts have predicted this volume would double and triple by 2020. And the new generation of container ships is coming on line. These new ships will handle nearly 40 percent more cargo than the older models.

“Operations are moving inland, away from the docks, in response to scarce land, overcrowded transportation corridors, and high labor costs at the port,” the ILWU researchers said. “Sometimes functions that historically were done on dock are being performed hundreds of miles inland.”

Southern California has seen warehouses and distribution centers mushroom in the “Inland Empire” area, Riverside and San Bernardino Counties. In Northern California, the river port of Stockton boasts the largest concentration of distribution facilities in the country. Warehouses are blooming near Sacramento in Dixon and Woodland, and as far out as Sparks, Nev., where the costs of industrial space run half those in California. Washington State warehouseing has grown in the Kent Valley south and east of Seattle.

If you visit Victorville today, you see the skeleton of the abandoned Air Force base, with jumbo UPS, United and Airborne Express cargo planes taking off and landing in one section. But when the development is complete there, cargo will arrive on bills of lading marked for the “Port of Victorville.”

Firms watch out for unions when they decide where to locate, logistics expert Evan Armstrong told a trade publication. He put commuting distances, availability of labor and “union activities” on a short list for site selection criteria. “Different parts of a city can have different levels of union activity,” he said. (Plants, Sites and Parks, November 2004)

BIRTH OF THE OCTOPU

PMA member companies have branched out just as others in the industry have. Their parent companies have tentacles in everything from logistics to warehousing.

“While the mobility, flexibility and organizational reach of cargo-handling companies operating in this more integrated supply chain provide companies with a greater capacity to evade the jurisdictional reach of the union,” the ILWU researchers noted. The organization surrounding a typical PMA company looks like the model in the chart above.

As the ILWU researchers concluded, “The ILWU must confront the challenge of thinking industrially beyond the docks and organizing the full cargo-handling supply chain whether on or off the docks.” This will require not only determined and strategic organizing, but close collaboration with the rest of the labor movement.

To get a copy of the Institute for Labor and Employment Report, “On the Waterfront and Beyond: Technology and the Changing Nature of Cargo-related Employment on the West Coast,” send an e-mail to peterolney@ilwu.org.
COLUMBIA RIVER DREDGING TO PROCEED
MONDAY, JANUARY 24, 2005

Most of the world’s largest ships will be able to steam up the Columbia River ports thanks to years of lobbying by the ILWU and its coalition partners.

The dredging project will clear the shipping channel from about 80 feet deep at the mouth of the river to 43 feet deep from Portland to the sea. It is a $1.3 billion project that was announced Dec. 9 that will begin dredging the Columbia River as early as this summer.

The Columbia Channel Improvement Project will clear the shipping channel all the way from Portland to Coos Bay, Oregon.

The project is estimated to cost $1.3 billion, $800 million of it to be paid by the federal government.

The project will be completed in 2008 and will allow ships to bring their cargoes directly to customers.

The project will create more than 1,200 jobs per year and provide $4.6 billion in economic benefits to the region.

The project will also improve the safety and efficiency of the nation’s ports and make the country more competitive in the global marketplace.

The project is expected to reduce the cost of shipping cargo by 20 to 30 percent.

The project will also help reduce the nation’s dependence on foreign oil.

The project is expected to create more than 2,500 jobs per year.

The project is expected to increase the nation’s economic growth by 1.2 percent.

The project is expected to reduce the nation’s carbon emissions by 1.5 million tons per year.

The project is expected to reduce the nation’s greenhouse gas emissions by 10 percent.

The project is expected to reduce the nation’s energy consumption by 10 percent.

The project is expected to reduce the nation’s dependence on foreign oil by 30 percent.

The project is expected to reduce the nation’s economic growth by 1.2 percent.

The project is expected to reduce the nation’s greenhouse gas emissions by 10 percent.

The project is expected to reduce the nation’s energy consumption by 10 percent.

The project is expected to reduce the nation’s dependence on foreign oil by 30 percent.

The project is expected to reduce the nation’s economic growth by 1.2 percent.

The project is expected to reduce the nation’s greenhouse gas emissions by 10 percent.

The project is expected to reduce the nation’s energy consumption by 10 percent.

The project is expected to reduce the nation’s dependence on foreign oil by 30 percent.
OSHA Chief retires amid labor criticism

By Mark Gruenberg

As he steps down from his post at the Labor Department's Occupational Safety and Health Administration, John Henshaw claims there is more bureaucracy and less cooperation with the safety agency than ever before.

But labor, which has been at odds with OSHA on a range of worker issues, has a sharply different view of Henshaw's rule. It says OSHA is handicapped by his boss, Bush, and that the agency is getting cooperation because it's now toothless.

In an interview with Press Association Union News Service, Henshaw said one way he believes OSHA has improved is that it has converted at least one of its most — businesses and trade associations from outright hostility to job safety and health cooperation.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

That Sweeney criticism could be magnified a few times during Henshaw's tenure, which ended Dec. 31.

A nonpartisan industrial hygienist from St. Louis, Henshaw took times during Henshaw's tenure, said. "Most were set in the 1940s and out-of-date requirements."

AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a new chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is a development in serious danger," Sweeney said.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.
ILWU Locals spread holiday goodwill

Each year during the holidays, ILWU locals coastwise feed homeless families, visit sick children in hospitals, and promote education of underprivileged children with their generosity and volunteered labor. Activities vary from local-to-local, but all share a commitment to give back to their communities, to show the spirit of the holidays and lift up the spirits of families and children in need.

In Portland, clerks Local 40’s Dawn DesBrisay helped coordinate a toy drive for Caring Communities of North Portland grants of more than $9,000 worth of toys and $750 in cash donations for children of low-income families. The local also donated a tramp ship in the harbor back in November. Tonson even bought them calling cards to reach their families.

Helping DesBrisay manage the gift drive were Art Easterly (Local 40) Jerry Bizot (Local 40 dispatcher) Jeff Stroh (Local 8 and Vice President) and Pat McLain (Local 8 Public Relations Director). Kathleen Harrison (40), Mark Dreith (40), Edwina Kirk (40) and Gayla Dreith and Bob Yates (Local 8 federal credit union) were all instrumental in making this year’s Holiday Gift Drive a success. ILWU locals 8, 40 and 92 collected and delivered nearly 700 gifts, including 2,000 bicycles and 100 helmets, to the Caring Community for their 2004 Holiday Gift Drive. This is the third year that the ILWU has been involved and was the main sponsor of the event.

“I am happy to say that, because of the ILWU’s generous donation, a thousand people in Multnomah County will receive gifts this holiday season,” DesBrisay said.

At longshore Local 53 in Newport, a toy and gift donation for the second consecutive year to the Oalas Center for Children in Newport. Families interested donated toys to the Shriners’ Hospital for Crippled Children.

Local 23 member John Simmons assembled one of the many bikes donated to the toy drive.

Intensive mental health day treatment for children with severe emotional and behavioral problems and their families.

The “Yes We Can” program in Wilmington, Calif coordinates volunteers and charitable giving from Local 13 members to needy community groups throughout the year, and especially during the holiday season. Lisa Tonson, the program’s Community Involvement Coordinator said that Yes We Can raised more than $45,000 this year for community causes and fed more than 1,700 families Thanksgiving dinner. At a similar Dec. 22 Christmas dinner, members joined with volunteers from St. John Fisher Catholic Church of Palos Verdes to serve a holiday lunch to over 1,200 people.

Yes We Can also donated gifts from its annual toy drive to area organizations like the hotel workers of Local 11 UNITE HERE!, the Harbor City Day Labor program, Youth Awareness in the Raw (a drug-rehabilitation parenting program) and the Foster Children Adoption Information Center. A special holiday donation of $1,000 was made to the Benjamín Banneker Special Educators Teacher. More than $5,000 was raised for the legal defense of the so-called “Katorina 15,” a group of 15 sailors who were sold by the Navy to a tramp ship in the harbor back in November. Tonson even bought them cards to reach their families back in Manila.

Tonson said that Yes We Can identifies families as well as groups in Southern California that need a helping hand. More than $6,000 was collected from members at the monthly stop-work meeting for a family whose mother was gunned down in front of their home just weeks before the holidays and whose father still carried a bullet in his ribs. Yes We Can also granted the Christmas wish of four children who had just lost their mother and father to cancer, donating $4,000 to the children. In total, Yes We Can helped more than 50 regional community organizations in 2004.

Longshore Local 19 in Seattle established a non-profit charitable organization, ILWU Christmas for All, in 1986 to help identify and support the surrounding community would also light up,” Cunningham said. “Then I noticed that one of the younger boys was standing next to his mom crying. I asked him why he was crying.”

“Because I didn’t think that Santa was coming,” the little boy replied.

“His reaction made me realize that Santa Claus does exist. He’s just more than one, solitary person. It’s up to all of us to be Santa,” Cunningham said. Each family member was also given a $20 certificate from a local supermarket to buy Christmas dinner.

In Tacoma, Wash., Dragan Butorac was appointed this year to Longshore Local 23 and has made improvements in how the union’s contributions are distributed. Last year, Butorac said, Longshore Local 23 and nearby Fort Lewis, to St. Leo’s Hospitality Kitchen (where local school officials identify needy families, Local 23 now gives more than $10,000 a year to students in the form of $200 gift certificates for school supplies at a local department store. Schools in Puyallup, Wash. also recently joined the program, which has existed since 2000.

Butorac said that Local 23’s second Annual Christmas Toy Drive was a phenomenal success, with an estimated $10,000 worth of children’s bicycles donated to the drive, along with $30,000 worth of other toys. The toys and members’ donations will go to children in regional foster care programs, to military families at nearby Fort Lewis, to St. Leo’s Hospitality Kitchen (where local school volunteer every third Sunday) and to private groups like the Food Connection. Many of Local 23’s community donations were matched by the Gottfried and Mary Fuchs Foundation, a private, philanthropic organization based in Tacoma.

“Local members throughout the Northwest who contributed this season in Tacoma, we at Local 25 and the surrounding community would like to give you a big, hearty ‘thank you,’” said Butorac. “We hope you had this holiday much, much brighter for so many children and their families.”

**OUR PAPER, OUR BELIEFS**

Let’s call it right. I am very happy to be receiving The Dispatcher on a regular basis. It’s great to still be able to read the paper you helped launch and present our future through this great newspaper.

A strong Democrat who believes from his heart that we must support and take care of the poor, including workers who have been underpaid and unorganized workers in this country and out, whether they are Republican, Democrat or Part whatever or wish to call ourselves, we do it through the democratic procedure called organizing that will require a vote of the majority.

Do we support our party, the Democratic Party? No. It’s not us or them. It’s us or us, and we are. We individually and collectively support the better local-to-local as unstoppable, not supporting our nation’s health care show how everyone in the U.S. can receive medical care for all medically necessary procedures without any increase in the amount of money currently spent on health care. If you’d like to see that national health care will not obstruct patients’ rights to choose their own doctors, and will not interfere with patient/doctor interaction.

We need to keep this issue on the front burner."…A fee-for-service system that carries with it administrative costs of over 25 percent. Oh sure, Medicare has its shortcomings, but do we cry when our Democratic Party, over the others? Of those problems exist because Congress refuses to adequately fund Medicare services. A National Health Care Program was the correct move.

An informative discussion on national health care can be found on the web. Search for an Aug. 2003 article by doctors Woolhandler and Himmelstein entitled “Administrative Costs in Market-Driven U.S. Health Care System Far Higher Than in Canada’s Single-Payer System.” You’ll discover that 10 percent of national health care shows how everyone in the U.S. can receive medical care for all medically necessary procedures without any increase in the amount of money currently spent on health care. If you’d like to see that national health care will not obstruct patients’ rights to choose their own doctors, and will not interfere with patient/doctor interaction.

We, the people, deserve to be given the facts so we can make the right decisions. Organized labor must make national health care one of its top priorities.

The ‘Issue of Universal coverage is a matter of economics, more than one percent of GDP (gross domestic product) assigned to health care could cover it all. It is a national soul.’

—Jesse Hartman

“In this insanity of economics, the patient always loses.”

—Peter Van Etten, President, Stanford Health Services

—Richard Austin, Local 32 pensioner

And PCPA representative to the Coast Benefits Comm.

Keep Health Care for All…"
Longshore Local 53 lost its presi-
dent when Art Longshore passed away after a battle with leukemia. The illness took him swiftly, and it came as a shock to many friends to say he was in his 57th year.

Longshore retired, deceased and survivors

Johnson was born July 14, 1947 in Port Angeles, Wash., and grew up in Portland where he was two and he grew up there. He attended Portland's Grant High School, graduating in 1965. Then he moved to Newport, Ore., in 1969, worked as a casual for about 13 years, and then worked for Longshore worker in 1988. Johnson had been president for about 10 years, according to his friend, Local 53 Vice President Tracy Burchett.

“Art Johnson was a walking encyclopedia of jokes,” Burchett said. “Sometimes I’d get frustrated and he’d just sit back calmly and chuckle and laugh with me. When he had a vision to go somewhere, he’d follow that through. He never dropped the ball, and if he said he was going to do something, he’d do it. You could always count on him.”

Burchett remembers Johnson’s humor and work ethic.

“He was always telling jokes, he was a walking encyclopedia of jokes,” Burchett said. “Art Johnson knows ‘Everyday Art.’ Any time there was work he’d be there. He felt strong about the union, it had given him a lot and he wanted to give back. He’d been in any other union prior to this one, and he was really happy at the brotherhood in this union.”

Clarks’ Local 34 retiree Steven Paino remembers Johnson as a guy who could get people together, work off the rough edges and get things moving.

“Art was a great long-shoreman,” Paino said. “He was a longshoreman’s long-shoreman. I knew him since he attended his first caucus. I was a Local 10 BA at the time. He was instrumental in bringing the Coast together from the North West to California. He did a lot of good things for the ILWU. He was one of the best I’ve ever known. Here’s a man who came from the smallest of ports who did so much for the ILWU.”

Burchett battled alongside Johnson for membership.

“He had a knack for listening to people moving.”

Johnson retired, deceased and survivors

Born in Candle, Alaska on Febru-
ary 25, 1916, Ottile Markholt was born in Alaska, the land of the midnight sun. Ottile was the first child of the Education Committee, a co-founder of both Solidarity Day and the Pacific Northwest Labor History Association. The Tacoma Historical Society gave her its Murray Morgan Award for outstanding scholarship in 1981. Others will be able to benefit from her diligent research as her extensive archival collection of labor documents has been donated to the Special Collections department at the University of Washington’s library.

Remembering Ottile Markholt—Labor Historian/Activist

Markholt’s writing style was unmistakably trenchant and devoted to the preservation of labor’s point of view. Ottile Markholt was also a labor activist, particularly in the activities of the Pierce County Central Labor Council. In 1930, she was an anonymous rank-and-file she became a celebrity. She was the first chair of the Education Committee, a co-founder of both Solidarity Day and the Pacific Northwest Labor History Association. The Tacoma Historical Society gave her its Murray Morgan Award for outstanding scholarship in 1981. Whether writing history or walking the picket line, this scholar-activist showed bulldog determination in support of labor causes, backed by biting disdain for those who were opposed—or even indifferent.

LEONARD T. RENTZ

RECENT RETIREES:

Local 4—William Rasmussen; Local 8—Steven Mc Coy, Robert Fambro; Local 10—Richard Estrada, Harold Dickerson; Local 12—Doug Getchell; Local 13—John Holte; Local 21—Carroll Colton; Local 23—Lee Perkins; Local 27—Lee Trezos; Local 34—Norman Dinsmore; Local 4—William T. Lassiter; Local 23—John Holte; Local 27—Richard Deane; Local 34—Murphy Brayton; Local 50—Lee Pena; Local 52—Steven McAvoy; Local 54—Armando Gagliardi; Local 92—Mrs. McAvoy; Local 94—Armando Gagliardi; Local 94—Mark Oreb, Abramah Castillo.

DECEASED:

Local 4—Peter Van Puyen; Local 8—Carroll Colton (Anastasia); Local 10—Frank Galuzio; Local 34—Frank Galuzio; Local 50—Donal sol, Local 52—Howard McAvoy; Local 54—Armando Gagliardi; Local 92—Mrs. McAvoy; Local 94—Frank Gutierrez Jr., Mickey Henderson; Local 52—Frank Gutierrez Jr., Mickey Henderson; Local 92—Mrs. McAvoy; Local 94—Frank Gutierrez Jr., Mickey Henderson; Local 52—Frank Gutierrez Jr., Mickey Henderson; Local 92—Mrs. McAvoy; Local 94—Frank Gutierrez Jr., Mickey Henderson; Local 52—Frank Gutierrez Jr., Mickey Henderson; Local 92—Mrs. McAvoy; Local 94—Frank Gutierrez Jr., Mickey Henderson; Local 52—Frank Gutierrez Jr., Mickey Henderson; Local 92—Mrs. McAvoy; Local 94—Frank Gutierrez Jr., Mickey Henderson.

Remembering Ottile Markholt—Labor Historian/Activist

Ottile Markholt’s passing on November 25, 2004, in Tacoma, Washington, leaves a major void in the field of the his-
tory of labor in the Pacific Northwest. For 69 years she dominated the field as a historian, activist, and univer-
sal author of a dozen books and hundreds of articles on unionism. Her most notable volumes were “To Live and Die in Dignity” and “Maritime Solidar-
ty.” Her knowledge of the historical sources was encyclopedic. She began interviewing labor leaders such as Webb Ralph Chaplin, Sailor Pete Gagliardi, and Longshore Worker Tiny Chaplin was a close personal friend of Ottile Markholt, and Longshore Worker Tiny Longshore retired, deceased and survivors

Markholt and Kelly Allahyar; and one (Dolores), Raymond Gonzalez (Darlene), Luis B. Baker, Phillip Lewis, Albert Oliver Jr., Andrew Sims (Barbara), John Palica (Toula), S. R. Gutierrez (Esther), Ricardo Ortiz (Sandra), John Hazadari (Anna); Local 19—Johnie Wilson, Frank Olguin, Bobbi King (Howard); Local 21—Richard Holcomb; Local 23—Gail B. Evans; Local 34—Elias Metzger; Local 40—Robert Porter (Verna), John R. Olson (Patricia); Local 50—Edwin Lahti (Carol); Local 52—Frank Gutierrez Jr., Sheridan Davis, James Simms, Thomas Casey; Local 54—Ignacio Guzman (Beatrice); Local 92—Sammy De Luca (Francis); Local 94—John Ransome, James Stogis (Ema); Robert Fuller (Ona); Local 99—John Alexander (Pocca); (Survivor in paren-
thesis.)

DECEASED SURVIVORS:

Local 8—Anne Seat; Local 10—Carrie Randolph, Naomi Milton, Willie Ozmie; Local 12—Esther Russell; Local 13—Ann Marie Pureull, Lucie Donatoni, Josephine Martinez, Ellis Knox, Oneolina Lavarni; Local 19—Gloria Dorris, Miriam Mook, Ethel Swartz, Lorraine Spiey; Local 21—Flossie Hansen, Esther Rappana; Local 24—Leona Bjornland, Gertrude Mackenzie; Local 26—Emily Lease; Local 34—Claire McNab, Doris Rosecker, June Stone; Local 50—Charles Nickerson; Local 63—Helen Meyer, Virginia Ruth, Joyce Tabor; Local 92—Maja Rogers; Local 94—Vawa Nolke, Dolores Epispe; Local 99—Helen Buskovich, Mabel Thorsen.
Books and videos about the ILWU are available from the union’s library at discounted prices!

**BOOKS:**

The ILWU Story: unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **$5.00**

The Big Strike: By Mike Quin: the classic partisan account of the 1934 strike. **$6.50**

Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike. **$15.00**

The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront By David Wellman: the important new study of longshoreing in the ILWU. **$15.00** (paperback)

A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco By David Selvin: the newest and best single narrative history about the San Francisco events of 1934. **$15.00**

The March Inland: Origins of the ILWU Warehouse Division 1934-1938 By Harvey Schwartz: new edition of the only comprehensive account of the union's organizing campaign in the northern California warehouse and distribution industry. **$9.00**

**VIDEOS:**

We Are the ILWU A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. DVD or VHS version. **$5.00**

Life on the Beam: A Memorial to Harry Bridges A 17-minute VHS video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. **$28.00**

**ORDER BY MAIL**

<table>
<thead>
<tr>
<th>Books or Videos</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>The ILWU Story</td>
<td>___ copies @ $5 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>The Big Strike</td>
<td>___ copies @ $6.50 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>Workers on the Waterfront</td>
<td>___ copies @ $15 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>The Union Makes Us Strong</td>
<td>___ copies @ $15 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>A Terrible Anger</td>
<td>___ copies @ $16.50 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>We Are the ILWU DVD</td>
<td>___ copies @ $5 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>We Are the ILWU VHS</td>
<td>___ copies @ $15 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>Life on the Beam</td>
<td>___ copies</td>
<td>$____</td>
</tr>
<tr>
<td>The March Inland</td>
<td>___ copies</td>
<td>$____</td>
</tr>
</tbody>
</table>

**Total Enclosed** $____

No sales outside the U.S.

Name_____________________________________________

Street Address or PO Box _____________________________

City ________________________ State_______ Zip________

Make check or money order (U.S. Funds) payable to “ILWU” and send to ILWU Library, 1188 Franklin Street, San Francisco, CA 94109

Prices include shipping and handling. Please allow at least four weeks for delivery. Shipment to U.S. addresses only.

---

**A Helping Hand...**

...when you need it most. That’s what we’re all about. We are the representatives of the ILWU-sponsored recovery programs. We provide professional and confidential assistance to you and your family for alcoholism, drug abuse and other problems—and we’re just a phone call away.

**ILWU LONGSHORE DIVISION**

ADRP—Southern California
Jackie Cummings
870 West Ninth St. #201
San Pedro, CA 90731
(310) 547-9966

ADRP—Northern California
Norm McLeod
400 North Point
San Francisco, CA 94133
(415) 776-8363

ADRP—Oregon
Jim Copp
3054 N.E. Glisan, Ste. 2
Portland, OR 97232
(503) 231-4882

ADRP—Washington
Donnie Schwendung
3600 Port of Tacoma Rd. #503
Tacoma, WA 98424
(253) 922-8913

ILWU WAREHOUSE DIVISION

DARE—Northern California
Gary Atkinson
22693 Hesperian Blvd., Ste. 277
Hayward, CA 94541
(800) 772-8288

DARE—Oregon
Jim Copp
3054 N.E. Glisan, Ste. 2
Portland, OR 97232
(503) 231-4882

DARE—Washington
Donnie Schwendung
3600 Port of Tacoma Rd. #503
Tacoma, WA 98424
(253) 922-8913

ILWU CANADA

EAP—British Columbia
Ted Greecutt
745 Clark Drive, Suite 205
Vancouver, BC V5L 3J3
(604) 254-7911

---

**Bound Dispatchers for sale**

2004 Edition Now Available!

Beautiful, hardcover collections of The Dispatcher for 1997, 1998, 1999, 2000, 2001, 2002 and 2003 are now available. These are a must for Locals and individuals keeping a record of the union’s activities. Get your copies of the ILWU’s award-winning newspaper while the limited supply lasts. Send a check for $50.00 for each volume (year) to The Dispatcher at:

**Bound Dispatchers**
c/o The Dispatcher
1188 Franklin Street, 4th Floor
San Francisco, CA 94109

---

**ILWU Book & Video Sale**

Books and videos about the ILWU are available from the union’s library at discounted prices!

**BOOKS:**

The ILWU Story: unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **$5.00**

The Big Strike: By Mike Quin: the classic partisan account of the 1934 strike. **$6.50**

Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike. **$15.00** (paperback)

A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco By David Selvin: the newest and best single narrative history about the San Francisco events of 1934. **$15.00**

The March Inland: Origins of the ILWU Warehouse Division 1934-1938 By Harvey Schwartz: new edition of the only comprehensive account of the union's organizing campaign in the northern California warehouse and distribution industry. **$9.00**

**VIDEOS:**

We Are the ILWU A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. DVD or VHS version. **$5.00**

Life on the Beam: A Memorial to Harry Bridges A 17-minute VHS video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. **$28.00**

---

**ORDER BY MAIL**

<table>
<thead>
<tr>
<th>Books or Videos</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>The ILWU Story</td>
<td>___ copies @ $5 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>The Big Strike</td>
<td>___ copies @ $6.50 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>Workers on the Waterfront</td>
<td>___ copies @ $15 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>The Union Makes Us Strong</td>
<td>___ copies @ $15 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>A Terrible Anger</td>
<td>___ copies @ $16.50 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>We Are the ILWU DVD</td>
<td>___ copies @ $5 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>We Are the ILWU VHS</td>
<td>___ copies @ $15 ea.</td>
<td>$____</td>
</tr>
<tr>
<td>Life on the Beam</td>
<td>___ copies</td>
<td>$____</td>
</tr>
<tr>
<td>The March Inland</td>
<td>___ copies</td>
<td>$____</td>
</tr>
</tbody>
</table>

**Total Enclosed** $____

No sales outside the U.S.

Name_____________________________________________

Street Address or PO Box _____________________________

City ________________________ State_______ Zip________

Make check or money order (U.S. Funds) payable to “ILWU” and send to ILWU Library, 1188 Franklin Street, San Francisco, CA 94109

Prices include shipping and handling. Please allow at least four weeks for delivery. Shipment to U.S. addresses only.

---

**A Helping Hand...**

...when you need it most. That’s what we’re all about. We are the representatives of the ILWU-sponsored recovery programs. We provide professional and confidential assistance to you and your family for alcoholism, drug abuse and other problems—and we’re just a phone call away.

**ILWU CANADA**

EAP—British Columbia
Ted Greecutt
745 Clark Drive, Suite 205
Vancouver, BC V5L 3J3
(604) 254-7911