

AN INJURY TO ONE IS AN INJURY TO ALL



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EDITORIAL STAFF

FRED BERG
DEL CASTLE
ART MINK



PACIFIC COAST PENSIONERS ASSOCIATION

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3440 EAST MARGINAL WAY S.
SEATTLE, WA 98134
(206)343-0504



MEETINGS:

October	2
November	6
December	4
January, 2001	Call (206)343-0504

WHY PICK ON PAT?

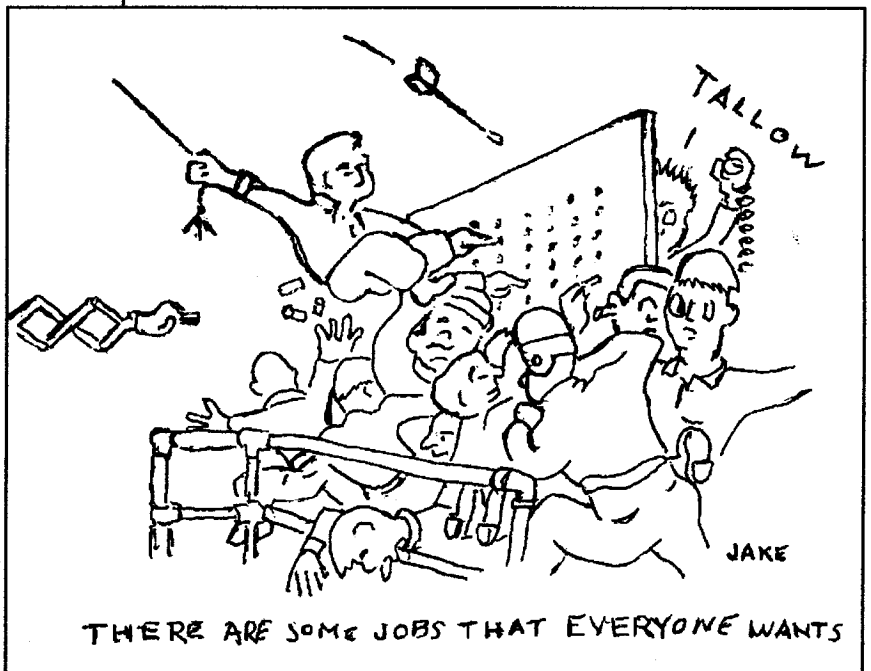
Pat Davis, we mean, the Seattle P.O.S. Commissioner who is being singled out by many to blame for the Battle of Seattle during last November because she promoted the invitation to the W.T.O. to meet in Seattle at the Washington Council on International Trade. As we all know, The Battle was an unintended consequence. The reason for that unintended consequence was not Pat Davis. It was the W.T.O.

If the W.T.O. had not been seen as a threat to the rule of democracy internationally; if it had not conducted its meetings in secret; if it had not issued rules binding on international trade in total disregard of national sovereignty; if its promotion of international trade did not threaten the environment; if its purpose did not threaten trade union, democratic and human rights; and finally, if it hadn't put profits before people, the unintended consequence of massive international protests would not have taken place.

Like the tongue ever returning to a sore tooth, the Seattle City Council set up a W.T.O. Accountability Committee and three citizens review panels to try to determine "what went wrong during the W.T.O. meetings" as reported by one letter writer to the Seattle P.I. So far they have not issued reports. They will likely not place blame on the W.T.O. in their reports because the W.T.O. is a creature promoted by the most powerful international financial and industrial circles.

If the panels drew the right conclusions, they would report that Seattle should be proud for hosting the great outpouring of support for democracy and human rights and protesting the threat of corporate power represented by the W.T.O.

We in the International Longshore and Warehouse Union are proud that we shut down shipping on the entire Pacific Coast for a protest period in all Pacific ports in support of the anti-W.T.O. protesters. As far as we are concerned, if the W.T.O. were shut down totally, the world would be saved from sweat shop labor standards.



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CORRESPONDENCE

SPECIAL NOTE

We are pleasantly surprised to receive a check in the amount of \$500.00 from the Port of Seattle. While we did not receive a letter accompanying the check, there is an implied message calling for "a few kind words" about the Port in the RUSTY HOOK.

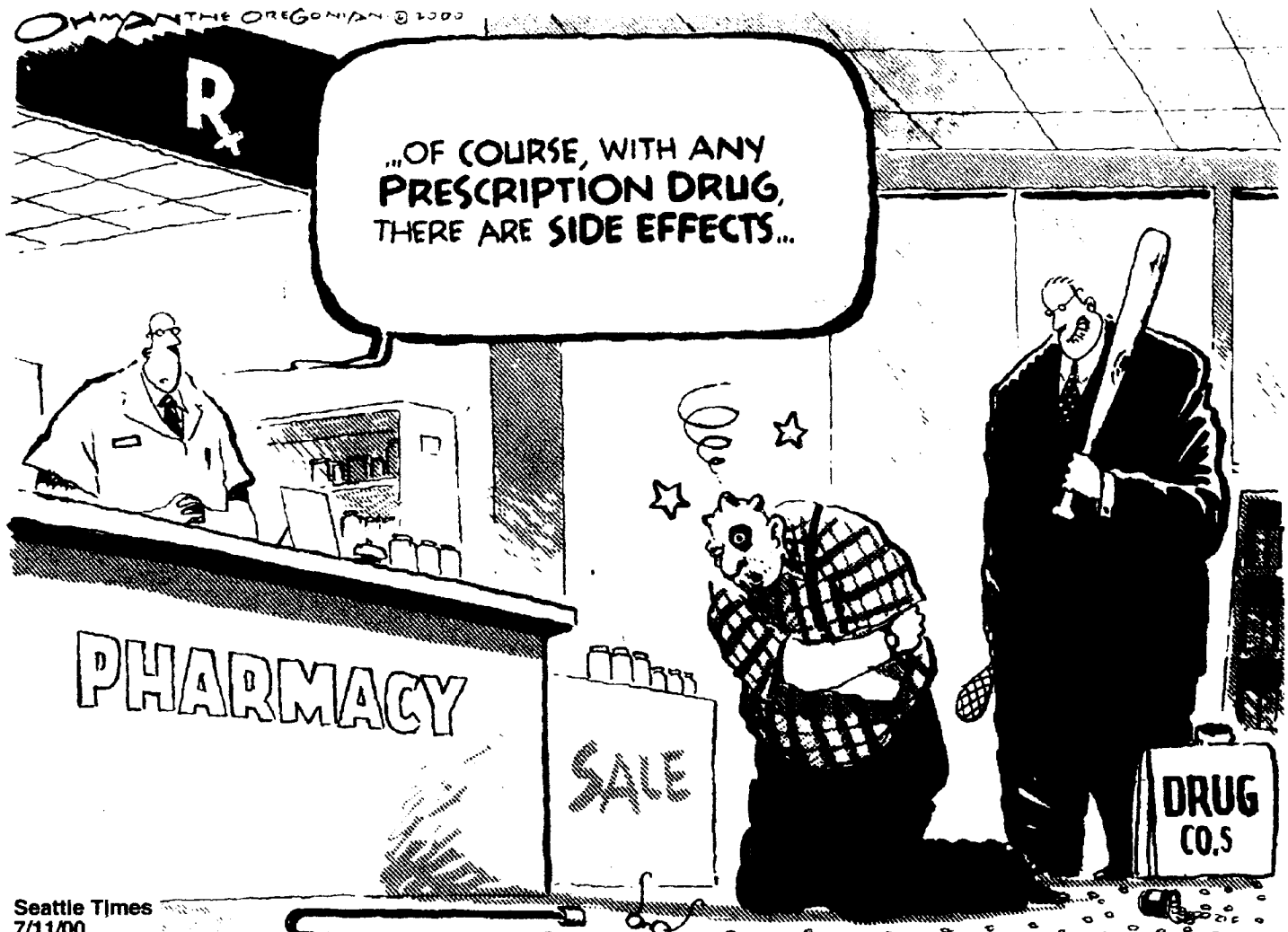
We can say this in return for their generous gift. There are two key institutions on the Seattle Waterfront: the Port of Seattle and the International Longshore and Warehouse Union. They will be here as long as there is a port. Officials of both will come and go. The workers at the port will come and go. But the two institutions are as permanent as foreign trade.

There is a warning, however. If the W.T.O.ers succeed in their schemes the Port could be privatized and the Port Commission of Seattle abolished. This happened in Veracruz, Mexico. Also, the Union could be busted under the same anti-peoples program of the globalizers. So we say defend the Port and the Union and democracy!

Again we are favored with a letter from the talented pen of JERRY TYLER. From Everett he sends an excerpt from his old diary of times on the Seattle waterfront and elsewhere during the "good old days." One Old Timer remarked that the only thing good about the good old days is that they're gone.

"Cairo, Egypt: Something happens this morning that took me instantly from Cairo to the waterfront in Seattle. I was having my morning cup of tea on the corner near the entrance to the Hwu el Louk train station. A skinny little street kid in a ragged galabia was joyously telling the passing throng about some personal triumph. A burly Egyptian soldier came up behind him, benny, grabbed the kid, tossed him into the air and gently put him down behind him. When he grinned back over his shoulder the man was such a striking resemblance to WALT BARTON that I started to hail him. But WALT, even if he wanted to, could never had made it over here and joined the Egypt army since I last saw him in the longshore union hall in Seattle.

CHET CRITNEY once told me a story about WALT BARTON. They were in a gang loading logs in the hold



Seattle Times
7/11/00

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when something fouled up and CHET'S leg got trapped between two logs. The gang rushed in to help, digging and prying with peaveys. Too much weight. Someone decided to use the ship's gear to move the logs. That was when WALT BARTON took over.

"You'll do no such a damned thing," he said." Get me a topping maul, some two by four blocks and some batten wedges."

Walt packed some authority. He was disarmingly gentle appearing but known as the sort that if you push him too far you might wind up holding what was left of your head. He got the gear he called for. He stood 2X4 pieces in the space alongside CHET'S leg. Then he repeated the operation on the other side, doubling up the wedges. Back to the other side, taking up the slack with another wedge.

"Weirdest thing," CHET recalls. "There I was, hurting to beat hell, scared I was going to lose my leg, and one thing stands out clearly - the way WALT slammed that topping maul precisely on the top of those wedges.

'By the time WALT had tripled up on the wedges there was room enough. One of the guys holding me up warned me to grit my teeth and they lifted me straight up and my leg came free. All busted to hell, but I am positive I have WALT BARTON to thank for the fact that I can walk on two feet today."

This was not an unusual story about the waterfront. But can you imagine how small the world must be? I could sit in a rickety little open-air coffee joint in Cairo, surrounded by throngs of Egyptians, and, "Beam me down to Seattle, Mr. Spock!"

Thanks, again, JERRY. You're our favorite globetrotter. We hope you will find other interesting diary items to share with us, or anything else on your mind.

A nice card comes from BERNICE VELATEGUI, Seattle, saying:

"Thank you for the news 'RUSTY HOOK.' My husband (Frenchy) believed strongly in the Union. Here is my donation to cover the expenses that are forth coming." BERNICE encloses \$100.00

Thank you ever so much, BERNICE. Contributions such as yours reminds us of how much support there is out there for the ILWU!

And a chatty letter comes from GLENN DORRIS in the middle Washington town of Soap Lake:

"Dear RUSTY HOOK

I, GLENN DORRIS, am one of the 26 men that joined the union with CLARENCE HUBBARD, back in 1946.

I moved over here in 1986 with my wife. I have found some longshore men here - PAT BRADY, also CALVIN (REBEL) WINSTEAD who lives up in Electric City, which is just up the road from us.



While we are handing out thanks we wish to extend same to two lottery experts - CHARLIE YEARKA who makes those wonderful bird houses for our after meeting raffles; and DICK NELSON who handles the raffles. They deserve our commendations.

And furthermore our many thanks also to FRED BERG, one of RUSTY HOOK'S editors who has volunteered to replace BILL SAMPLE as Recording Secretary. BILL had to resign due to his wife's illness. We hope she recovers early!

We Have found this small town very nice and quiet. We have worked on the float and in the parades. We have also made many good friends. Also, we were the Grand Marshall in 1996."

Thank you."

From TOM LYONS, Edmonds, WA. a short, welcome note:

"Dear TERRY:

Please sign me up for life membership and put the balance to P.C.P.A. Thank you." .. Keep up the good work and best wishes to all hands. TOM LYONS."

TOM enclosed \$85.00 for lifetime membership, \$6.00 convention assessment and a donation of \$9.00.

We have a good letter from EVELYN LANNGE, Paradise, CA.:

"Dear friends of ILWU:

Please take my name off your mailing list as my ILWU husband died several years ago and I am an 85 year old widow. Use the money for paper and postage for your union. My husband, NILS LANNGE was a very good ILWU person and I really appreciate the benefits of the union.

Thank you.

But we will definitely keep sending her the RUSTY HOOK in spite of her asking to be discontinued.

A letter from GERALD BATTSON, Yakima, WA.

"I have the winter '99, Vol. 7, no. 1 RUSTY HOOK - really enjoy your writing. Enclosed is my check for P.C.P.A. assessment through 2002 of fifteen dollars for pension club. Looking forward to Spring 2000, RUSTY HOOK"

Sincerely GERALD (JERRY) BATTSON."

He enclosed \$25.00 for RUSTY HOOK as well as the assessment.

Thanks a lot JERRY. Hope you can assist Farm work-

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© Pam Beach Bot
WEXIA



ers of eastern Washington. They need all we can muster.

A short note from JEAN CAROTHERS, Seattle, with \$85.00 for lifetime membership, \$15.00 assessment and \$50.00 for the RUSTY HOOK.

We did not receive a letter from JEAN or it was misplaced. If there was a letter we would like to have a copy sent us. Letters are a very important part of the RUSTY HOOK - keep them coming.

Another Tacoma letter from JACK DENNISON:

"I think my assessments are covered, but if not, this should cover it." Jack enclosed \$85.00 for lifetime membership and \$25.00 for the RUSTY HOOK.

Thanks to you, JACK. Every donation keeps the RUSTY HOOK and the union strong.

From Shirley M. Holland, wife of DUTCH.

"The Rusty hook:

It is always a pleasure to receive and read the Rusty Hook sent to me in DUTCH's name. It was indeed very

special to see DUTCH's quote in the July issue.

With the widow's pension and benefits, the ILWU has made it possible for me to remain in our home. I am truly thankful.

Sister Shirley enclosed a \$20.00 contribution to the Rusty hook.

Thank you sincerely, Shirley. Your and DUTCH's many and long contributions to our cause are deeply appreciated.

Thanks to FRANK CORBET and ED HICKS who each contributed \$20.00 at the August 28th meeting.

**Join The Old Timers
Seattle ILWU Pension
Club
3440 E. Marginal Way S.**

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BOOK REVIEW

FRED BERG

Maritime Solidarity. Pacific Coast Unionism. Otilie Markholt.

Published by Pacific Maritime History Committee, Tacoma, WA., 1998.

Markholt dedicates her book to her late husband, Bud, who was a member of the AFL Teachers Local in Seattle. It is also dedicated to "all working people who believed in and fought for a better world." She is also a member of the Maritime History Committee whose other members include some people well known in Seattle labor circles - the late Shaun Maloney, Phil Lelli, Dallas DeLay and John Ely.

The book begins with a description of work conditions on the Pacific coast waterfronts in the late twenties. She speaks of the fink halls which were used to recruit both sailors and longshoremen - these were dispatch halls run by the employers. They used blacklists for known union men, and used all kinds of preferential hiring shape ups by employer representatives and kick-backs for jobs were the order of the day.

The author illustrates her book with photographs taken during these times - pictures of deadlines, picket actions, and unemployment demonstrations. There is even a rare photo of a Hooverville, the shacks and upgraded chicken coops bordering Seattle's tide flats where the homeless and unemployed congregated during the early depression years.

There is also a photo inset of a P.I. reporter's article describing a May, 1934 job action. This rather hostile story how two thousand Seattle longshoremen smashed police barricades and removed scabs from the ships,

"Unrestrained by the police, they swarmed aboard twelve ships, hauling strike breakers from their work - in some cases in the face of ships officer's with drawn re-

volvers.

The article related how a scab foreman was thrown into the brink and had to swim ashore.

John Dore, Seattle's mayor at the time and obviously partial to the cause of the employers, screamed that "Seattle was ruled by a Soviet of longshoremen" and sent messages to forty other mayor in the state in order to have a conference on how to handle the situation. Only four showed up. Moreover Governor Martin refused to comply with Dore's request for state troopers to break the strike.

Dore did manage to send some sixty-five Seattle policemen to confront the strike. But some of the policemen joined the strikers as they "stormed from dock to dock to evict the scabs."

This book provides details for several actions such as this up and down the coast. It is well written, well documented and it provides a research haven for students wishing to study the history of maritime labor on the West coast.

However, the work begun by Markholt is far from being completed. It provides all the more incentive for supporting labor study groups such as the Harry Bridges Chair at the University of Washington.

EDITOR'S NOTE: WE WISH TO EXPRESS OUR SINCERE THANKS FOR BROTHER BERG'S TIMELY BOOK REVIEWS. HE AMPLY REINFORCES OUR POLICY OF LABOR SOLIDARITY AND RECOGNITION, THANKS, FRED!

**THE NEW ATLAS-
INTERNATIONAL CAPITAL**



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SPECIAL THANKS TO LOCAL 23!

For their very generous contribution of \$1500.00 to our 2001 PCPA convention fund. As you know, Local 19 Pensioners Club will be hosting the Coast 2001 convention in Seattle. The expenses will exceed \$20,000, a goal we are working hard to fulfill. We want it to be the greatest convention on record. Labor is now entering a new period of militancy and solidarity in response to the globalizers' WTO campaign to create a world sweat shop. So, if you have missed contributing so far, please put your shoulder to the wheel and your pocket book to a truly worthy cause and come up with a few well earned bucks for the cause.

We also strongly wish to congratulate Tacoma Local 23 for their support of the Kaiser Aluminum workers strike. Local 23 workers honored the picket line and stopped it from unloading for ten days. This forced a tentative negotiated settlement in the 21-month long strike against Kaiser Steel, pending the Steelworkers membership's vote.

According to our ILWU Dispatcher:

"At 7:00 a.m. June 10 a boisterous and noisy picket line of dozens of steelworkers, beefed up by environmentalists, students and other community supporters, appeared at Pier 7. The longshore workers from the third shift left the job and the first shift gang dispatched to work the Cupid Feather that morning would not cross the picket line. Local 23 had been giving the steelworkers support since the beginning of their struggle and knew how desperate they were and how seriously they were taking this strike."

Later, at a King County Labor Council meeting according to Senior News of the Puget Sound Council of Senior Citizens, Prentice Beaty from the Steelworkers union said, "We couldn't have done this without you. By the end of September, the Steelworkers will be walking into the plants, taking our jobs back, and getting the scabs out."

Speaking of scabs, look what happened to Firestone tires when produced by scab labor! Maybe aluminum produced by scab labor during the 2 year Kaiser strike has gone into automobile and airplane products. Scab labor produces scab, unfair, and unsafe products!

And while we're at it we want to report that the Port of Tacoma is doing pretty well these days. We quote from the local press:

"The Port of Tacoma expects to break container-volume records this year.

THE ELEC X TION FILES

...HORRIBLY SOUND BITTEN BY MEANINGLESS DEBATES AND DRENCHED IN THE SMARMY GOO OF NON STOP T.V. AD CAMPAIGNS ... IT CAN MEAN ONLY ONE THING....



Z MAGAZINE MAY 2000

In June, the port recorded the highest volume ever when the

equivalent of 133,000 20 foot containers, or TEUs, passed through its yard. July also set a record, exceeding 1999's totals by 12 percent with 118,000 TEUs.

The port expects the volume for 2000 will climb to an all time high of 1,370,000 containers." Way to go, Tacoma!

With this and other encouraging words about increases in world trade, we wonder why the globalizers keep telling us the world needs WTO "free trade" in order to survive?

Lifetime Memberships

A single payment according to the following schedule:

Age 55—60	115.00
Age 60—70	95.00
Age 70—90	85.00

Orcas Ferry Workers Okay First Union Contract

ORCAS ISLAND-The workers who load and unload the Washington State Ferry and sell ferry tickets on Orcas Island have voted unanimously to ratify their first union contract. The agreement between the Inlandboatmen's Union of the Pacific (the marine division of the International Longshore and Warehouse Union) and Russell's at Orcas covers 11 employees, including temporary summer help.

The contract provides wage increases ranging from 10 percent to 62 percent, as well as signing bonuses of \$500-1500. The average hourly rate will rise about 32 percent, from about \$10.27 to about \$13.59, not including the bonuses. Starting pay will increase from \$8.50 to \$11.01 an hour. The raises will be retroactive to July 15, with the contract expiring on November 1, 2001.

The contract also establishes a 401(k) retirement fund. Russell's will match 50 percent of an employee's contribution to the fund up to 6 percent of the employee's pay.

"I think this is a landmark event for all ferry workers in the Islands," said Jack Goula, IBU Union Steward for the newly organized workers.

Examining the Washington State Ferry contract and financial records during negotiations led workers to question the way the operation does business.

"It was obvious that a considerable amount of money, year after year, was not being passed on to the employees as intended," said Jim Frank, the senior employee at the operation. "But with the right to collective bargaining, we were able to address these problems through negotiations."

Despite the substantial economic gains in the contract, Frank emphasized that the most important gain was "the protection that we won by joining with the ILWU-a collective voice, and the ability to make decisions about our own work lives."

Poor working conditions and a lack of consistent policies moved the workers to elect representation by the IBU in April 1999. "We were at the whim of the employer," Frank said. "There was no fairness on a day-to-day basis, and no job security of any kind."

"We have such a small number of employees in our group, and the ILWU fought like crazy to help us," Goula said. "We didn't believe such a large organization would pay so much attention to our needs. I'd like to see workers throughout the San Juan Islands get organized, too."

The IBU already represents most employees of the Washington State Ferry, as well as other ferry and tugboat workers

Final Dispatch

PENSIONERS		Alfred D. Sutton	19
David M. Deck	52	James W. Walker	19
George A. Dike	52	SURVIVORS	
Carl W. Dodenhoef	19	Elizabeth Austin	19
Robert M. Fern	19	Betty M. Dyke	52
Philip H. Jacobson	19	Oleta Moore	19
John C. Morgenroth	19	Erna Olsen	52
George Passmore	19	Louise Smith	19

Phil Jacobson

Philip Henry Jacobson passed away May 30, 2000, at the Norse Home, Seattle, of natural causes. He was born June 24, 1895, in Spokane, Washington to Carolina (nee Christensen) and Edward Jacobson.

Phil was a longshoreman in Sitka, Knik Anchorage, Alaska and in Seattle. On May 20, 1999, he was honored at the I.L.W.U. Seattle Longshore Pensioners Club luncheon, on the occasion of the 65th Anniversary of the 1934 Longshore Strike. Phil was one of the two known survivors of the Seattle Longshore 1934 strike, which lasted 83 days and was the beginning of the I.L.W.U. Phil retired from longshoring July 1, 1960.

In addition to longshoring, Phil and his wife of 47 years, Lorene Brown, raised silver foxes and mink. His hobbies included backpacking, camping, traveling, and photography. He received a lifetime membership in the Pilchuck Camera Club.

Phil is survived by nieces Alice Jacobson Dyers of Grand Blanc, Michigan, and Barbara Jacobson Benton of Mt. Shasta, California, and several grandnieces and grandnephews.

SUBMITTED BY MARY JACOBSON
PUYALLUP, WA

Special Message

to All Lifetime Members:

Life time membership does not include the assessment for the PCPA Convention to be held in Seattle in 2001.

The assessment is \$ 3.00 per year for 1998, 1999, 2000, and 2001.

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Who's responsible for the robust economy? ...

BILL CLINTON

AL GORE

ALAN GREENSPAN

JOE WORKER, WHOSE EMPLOYER DOWNSIZED AND ORDERED HIM TO DO THE WORK OF THREE EMPLOYEES TO ENSURE ACCEPTABLE CORPORATE PROFITS



MORIN ^{©1990} The Miami Herald

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Office Hours:

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and by appointment.

Phone: (206)543-7946

ILWU Benefits Office
Nick Buckles, Director
Jefferson Square
4700 42nd Ave. S.W. #551
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