

# AN INJURY TO ONE IS AN INJURY TO ALL



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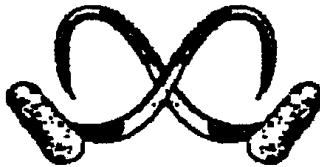
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## Don't Sell China Short

By Dave Chaddock

It all started with a modest depreciation of the yuan of less than 4%. The Chinese explained that it was a one-off correction to put its currency more in tune with the changing state of the market. For many months prior to this move the yuan had been appreciating and its total rise had been several times greater than the downward adjustment. Informed experts were in agreement that the yuan's rise had gone a bit too far, as the Chinese economy faced declining demand and other difficulties. "What China has done is very astute," declared Eswar S. Prasad, former head of the IMF's China Division (NYT, 8-23). Hung Tran, director of global capital markets for the Institute of International Finance, representing about 500 of the world's largest banks, termed it a "brilliant technical move" (WSJ, 9-3). The Chinese insisted that, having made their move, there was absolutely no reason for the yuan's value to erode any further.

But a number of wannabe seers thought they had sniffed out the first signs of a Chinese collapse. James S. Chanos, "prominent American short-seller" (NYT, 9-10), has been predicting doom in China for over 5 years. Columnist Joe Nocera reminds us that Chanos was the first to figure out that Enron was a "house of cards." He notes how they scoffed at Chanos in 2009 but now he seemed to be vindicated. Nocera calls him "the man who got China right" (NYT, 8-25).

Others piled on. Reporter Neil Gough worried that "the country's already slowing economy is even worse off than reported and the government is panicking" (NYT, 8-13). And Eduardo Porter opined that "nobody believes China's official statistics" and added: "What if the country's economy is slowing faster than anybody knows?" (NYT, 8-26).

Then when the Chinese stock market turned bearish, largely due to the false rumors being spread by Wall Street, and after China's Financial Times accused Morgan Stanley and Goldman Sachs of trying to cause a market "stampede," critics of China began to take a new tack. What particularly outraged the critics was that the Chinese had the temerity to actually try to stop the stock market slide. In a column appearing on July 31st, Paul Krugman wrote that Chinese rulers "have no idea what they're doing." Two weeks later Krugman returned to the attack. He fulminated that the "Beijing bunglers" had the absurd idea that they could order markets around but "that's not how things work" (NYT, 8-14).

After a reporter in China was seen apologizing on TV for writing an article that had "a great negative impact on the market" (WSJ, 9-1) this was pictured in the U.S. as an outrageous act of censorship. The New York Times editorialized that if China were serious about wanting to join the modern world, it would have to "stop clamping down on speech that it did not like" (NYT, 9-1). And Orville Schell

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declared that “for someone who has been watching China slowly open,” this public shaming of a reporter “is quite a startling reverse” (NYT, 9-7).

Before responding to Krugman and Schell, let me say a few words about the state of the Chinese economy. One of the oddest things about these recent expressions of alarm about the slowdown in China’s growth is that the Chicken Littles don’t even realize that it is a slowdown that was deliberately engineered by Chinese leaders. The previous breakneck pace was taking too great a toll on the environment. Also too great a proportion of China’s GDP had been going into investment at the expense of household consumption. So the Chinese are engaged in a gigantic readjustment policy. With a glut of steel, China is closing down aging mills that pollute. Former steelworkers will be retrained to develop new cutting-edge sectors, such as high-speed rail. Wages are rising. The “new normal” is still in its early stages and there will be glitches and bottlenecks to iron out. New growth points are replacing traditional ones. And keep in mind that 7% growth, though it may be a bit of decline from recent years, is still very respectable, and is head and shoulders above that of the U.S. Our hedge-fund gurus are fabulously wealthy. I’m sure they can afford a subscription to Beijing Review so that they can be better informed before they go mouthing off.

As for Krugman’s objection that the Chinese are in over their heads and have no idea how stock markets work, he should be a bit more humble. Since Nixon went to China many Chinese have been studying all aspects of the American economy and how it functions. By now they have a pretty good idea what they can do and what they can’t. If they want to protect the interests of mom-and-pop investors in their stock market against the machinations of short-selling sharks and it will require hundreds of millions to do it, no problem! And they have billions of dollars more in reserve.

The Chinese are very much aware of the strength of their economy. They realize that a disastrous plunge in their stock market would have no relation to the real situation. So, yes, they very much want to reign in subjective judgments of one of their reporters who may have had too much exposure to American prophets of doom. As they see it, it is a “shouting fire in a crowded theater” type of situation and they have every right (and even an obligation) to suppress it. And what is wrong with that?

Let me conclude with one more point about China’s role in the world economy. It is noteworthy that they have started to make very intelligent investments in other countries that will bolster world economic well-being. For example, Lenovo, a Chinese company with deep pockets, recently snapped up Motorola, making use of the skills and know-how of its staff, and turning it from losses of \$384 million in the first quarter to a profit of \$1.9 billion. Europeans, who once looked for business opportunities in China, are now calling for Chinese investment to help save their down-spiraling economies. In January, France brought 50 French business leaders to China as Prime Minister Valls asked for more Chinese investment. In Italy, four major Chinese companies invested nearly \$11 billion in the last year (See Beijing Review, 9-6).

China’s biggest rail manufacturing company broke ground on September 3rd in Springfield, Massachusetts, where it plans to assemble new cars for Boston’s subway (NYT, 9-4). There would be lots more Chinese investment here if the U.S. did not insist on treating China as a hostile country trying to steal all our secrets and muscle us out of world leadership. It does not matter how many times China re-iterates its stance that it has no hegemonic ambitions, and that it is absolutely committed to avoiding the scenario of World War Two, where rising powers Germany and Japan contended with Britain and the U.S. to dominate the world. It insists on a peaceful rise. Having suffered immensely from Japanese aggression, it does not want others to face similar situations. It believes the world can exist co-operatively, without a zero-sum contest for top dog. But the U.S. has not been convinced. There is not room to elaborate upon this issue right now, but it calls for future treatment.

In the meantime here on the waterfront we should look forward to increased trade with China, as it gets its act together and comes up with a stronger, better structured economy.

RUSTY HOOK / Fall 2015



## PCPA Convention 2015

By Ian Kennedy

This year's convention was held at the Holiday Inn Golden Gateway In San Francisco, California on September 7th, 8th and 9th. And, the Bay Area Pensioners put on a great fare for us. I can assure you that no one left San Francisco without having added a few inches to their waistline. Unfortunately, the 7th was Labor Day and many of our Southern California brothers and sisters had annual commitments for Labor Day and didn't arrive until the following day. Once everyone had arrived, the convention was attended by 79 delegates, with partners and guests, the attendance totaled 179.

The week was kicked off with a barbecue at Local 10 Sunday evening that included live music by a retired brother out of Local 10. The food, service and music will be hard to beat. Monday morning started off with the singing of the US and Canadian anthems, (Next year we hope to include the Panamanian Anthem.) Followed by a moment of silence for our departed Brothers and Sisters, then the invocation by Brother Joe Lucas, past PCPA President.

We then heard the report of the President, Rich Austin. Basically, he spent most of his time in the past year with the negotiating committee, representing us. He then followed with introductions of our guests followed by communications from Ian Ruskin and Fred Krouser. There were no actions from the Executive Board other than four resolutions that were passed on to the Resolutions Committee for consideration. Conor Casey closed the session with a brief history of his five years as our Labor Archivist.

The afternoon was taken up with either a trip to a Casino or a Labor History tour of the City, led by Gene Vrana and Harvey Schwartz. The Resolutions Committee met that evening.

Tuesday morning the Treasurer gave his report; During the year the PCPA took in \$25,415.68, had expenses of \$23,640.73, closing the year on August 31, 2015 with a Balance of \$32,249.40. We then heard from Dr. Ron Magden on the oral history project, followed by Brother George Romero on "Single Payer-Medicare," and two bills in Congress to keep an eye on, HR676, to provide National Healthcare to all, and HR3241 to improve states ability to implement single-payer statewide. Then with Cindy Young from a Healthcare Advisory Service, talking about long term care. They were followed by John Castanho, who introduced the Area Directors, the ADRP Coordinators, as well as

John Barton with Representatives from the Benefit plans Office.

The morning session was capped off with a demonstration against The Sakuma Brothers Farms at the Whole Foods Store near by.

After lunch we heard from J. J. Castro Balanta, President of the Buenaventura, Columbia Port Workers Union. He told us of the problems they are having and of the dangers they face as day to day Union Officials. He said the Union has a presence in the four Ports on the Caribbean side but the employers are putting pressure on the workers not to organize.

Wesley Furtado followed with the Hawaii report on the just completed negotiations, They have gained an increase in the dollar amounts to their healthcare that match ours, and the pension plan, for the first time gained joint trustees. Ray Familathe followed with more information on the Columbian "Yellow Union" and the pressure on the workers. On the brighter side, "PeeWee" Smith, the Alaskan Delegate from Ketchikan handed our President a check for \$1380, for the affiliation of The Alaska Pensioners.

President Austin, then called for committee reports. Credentials reported all clubs in good standing. Resolutions reported, no changes in the Constitution nor By-Laws, they had four Resolutions moved out of committee,

- 1) In Support of the MUA
- 2) Urging support for Bernie Sanders
- 3) On a Superfund for workers
- 4) A Statement of Policy of cooperation, between the MUA Veterans and the PCPA .

The Areas then Caucused to nominate PCPA Officers and Committee Members, followed by the election: Resulting in the following: President - Greg Mitre, Vice-Pres.- Lawrence Thibeaux, secretary- John Munson, Treasurer- Christine Gordon. Our representative to the Executive Board was elected at our meeting in August, she is Michele Drayton.

Wednesday morning the new officers were sworn in, and house keeping was dealt with. No old business or Good and Welfare. The Convention was adjourned.



## PCPA Executive Board September 6, 2015 San Francisco

By Michele Drayton

The PCPA E-board met on Sunday September 6th, at The Holiday Inn in San Francisco. All of the officers were present, with the exception of treasurer Greg Mitre, who was attending a Labor Day event in San Pedro.

President Rich Austin reported on his yearly activities, 10 months of which were spent advocating for pensioners' benefits, as a member of the contract negotiating committee. In addition, he continued his radio show, We Do the Work, and visited several Pensioners' Clubs along the coast. He was also active in the program to secure better working and living conditions for farm workers at the Sakura Farms in Burlington, WA.

Vice-president George Cobbs reported on his activities, much of which were devoted to the planning of the PCPA Convention in his home town of San Francisco. He also attended the ILWU Convention and Caucus held in Honolulu in June.

Herman Moreno, of southern California reported they have lots of work. Local 13 has 6,321 A members, and 402 B members. A and B members can work 7 days a week if they want to. However, automation is continuing in southern California. Trapac is using a combination of traditional and automated methods. LBCT is expected to go fully automated in the summer of 2016. The loss of jobs on transtainers, UTRs, top picks, etc. is expected to be about 200 a shift. Local 63 has 1,059 members, and are in the process of taking 150 transfers from local 13 by the end of the year. Members can work 7 days or nights a week. The So. California club also reported their activities of The Annual Prime Rib Luncheon, and the "Walk the Coast" lemonade stand fundraiser, in conjunction with locals 13, 63 and 94.

Cleophas Williams from San Francisco talked about the quality of life for retired people and the importance of the pension, and especially healthcare for older retirees.

Mike Mullen reported on the northern California small ports. He said work is slow in Eureka, primarily chip ships. He said it was hard to generate interest in the pensioners' club, but Rich Austin visited last month and created a lot of excitement and enthusiasm.

Steve Hansen from Portland reported the club now has 87 members, up from 24. Work is good for both A and B members, and the grain is good. Hanjin

has signed a new 5 year agreement with the Port of Portland.

Mike Jagelski reported on the Washington small ports. The Tacoma Club has 124 members, and they participated in the Annual MS which raised almost \$10,000. In addition, Local 23 has had several crews helping with fighting fires in eastern Washington. The next PCPA Convention will be held in Tacoma September 11th-13th, at the Hotel Murano. There has already been several meetings, with members from all 3 ports participating.

Anacortes has 7 A and 3 B and 5 maintenance members. Work is good.

Aberdeen has 25 A members, and 23 B. Work is OK, mainly grain, cars, and logs.

Bellingham 10 A members, but no work.

Everett 29 A, 18 B, 7 just registered, and 7 more to come out of casual pool of 50. Lots of work.

The Everett Pensioners' Club has 44 members who have been active in the Sakuma Farms protests.

Olympia has 21 A and 2 new B's. Work has slowed down due to dry conditions in forests.

Port Angeles 7 A and B 4 newly registered. Logs, travel or PGP.

Tom Dufresne from Canada reported there is a Federal Election coming up, and they are hoping for a Labor Party win. He said health care is also under attack in Canada, mainly through under funding. He also reported that ILWU Canada and Canadian Grain workers had re-affiliated. ILWU Canada is also having a big fight to retain their jurisdiction.



## Conversations With Harry

By Ian Kennedy

I managed to again get a noon flight so that I had time to catch a nap before hitting the bar. And of course I managed to over sleep. By the time I woke, it was raining and dark enough to want to curl up and go back to sleep. I jumped into my clothes, grabbed the first cab I could and managed to give the driver the wrong address by a block. When I asked her to continue on, she gave me a lot of heat and told me to get out. A big mistake, just after she pulled away and I had hardly taken two steps, I was jumped by a couple of thugs who beat the crap out of me, took my money and left me lying in the rain. When I got my senses back, I struggled to my feet and dragged myself the block to the Bar.

As I pushed the door open, I lost my balance and fell into a heap on the floor. A couple of patrons helped me up when Sue came running up to us. "Take him over there," she directed, pointing to our table with Harry waiting. "I'll take care of him," she informed my helpers, and they returned to their table as she helped me off with my coat and was cleaning off my face as she yelled to the barman, "Jake get me a hot toddy for this man, pronto." She sighed, "Not much we can do about your clothes." She said as she wiped down my arms with her bar cloth. She sat back as Jake set the toddy down in front of me. I wrapped my hands around the mug, held it for a few minutes, then taking it all down without stopping, as they looked on. I smiled as I set the mug down and thanked them all.

"What happened to you?" they all asked in unison. As I explained to them, I checked myself over for any broken bones, determining that all I suffered from was bruises and ego. It took two toddies to make me feel human again, and free of pain, I wanted another toddy that Sue was eager to supply.

"Alright," Harry inserted, "You're not down here for the fun of it. And as you're feeling better, what news do you bring us?"

"Well," I respond, "As I mentioned last time, we only had one office challenged, the Office of Coast Committee from the northwest. Cam Williams won that position, and" Harry interrupts, "Who is he again?" I finish my fourth toddy and look to Sue for a refill. She shrugs and heads to the bar. "Cam is the President of Local 19, Seattle Long—" Again he interrupts, "I know where Local 19 is, so continue." He pauses, "And while you're at it, what do you think of the elections?"

Sue returns with my toddy, "I think this should be your last." she states. I look up at her with a shocked look on my face. "But—" I start to say as she

## Final Dispatch

### Pensioners & Actives

Robert Henslee 19  
Mike Russo 52  
Robert Woeck 19  
Jimmy Collins 19  
Darrell Stone 19  
Jarett Van Curen 19  
Ken Kytle 19  
Donald H. Johnson 52  
Robert Auckland 19

### Survivors

Hazel Bishop 52  
Janis Kitzinger 98  
Patricia Swanson 19  
Jacqueline Lacey 19  
Alma Stage 19  
Fannie Frazier 19  
Burley Moran 19  
Gina Stuart 19  
Irene Dicey 52

turns on her heel and walks away. "To answer your question, I don't like seeing anyone running unopposed, regardless of how good they are. I also feel that, for the last several administrations, we have fallen down on our progressive ideals. While you and Jimmy were in office you took stands on international political issues. Right or wrong, you, and the locals took a stand. I can't think of the last time that happened. Even now, we have a Social Democrat running for the U. S. presidency. We should be out front supporting him, but we're not." I take a sip of my toddy, rolling the liquid around in my mouth, swallow, and smile. "Bob has done a good job for the Union, as far as Union goes, or to be more accurate, as far as Labor Politics goes, but our heritage is more than that."

Harry is nodding his head, "Lets go back to running unopposed. What is wrong with that?" he asks. I give this some thought as I sip my Toddy. (I want it to last.) "It tells me, either the rank-and-file don't understand our history, or just don't care, 'don't bother me, just give me that big pay check every week.' and on top of that, the leadership becomes complacent." Harry nods as he is thinking this over.

"There is that possibility, but do you think that is the case here?" He asks. And I replied, "I'm not sure, I'm not close enough to the leadership to be able to tell. I'm not claiming any of this is true, just that this often happens when no one will challenge the leadership." I rub my hip as I think about what I want to say next. "Look at the Middle East, how long have these wars been going on? We hand out weapons and money as if they are water. Half the time, they are used against us or our friends. That's got to stop. In Latin and South Americas we help Dictators, past and present, stay in power. Why? Just so a few rich S.O.Bs can get richer. It's got to stop,

*Continued on page 8*

## Pier 25 to the Elevator at Pier 86

By Jon Halgren

Peter Kerr's departure from Scotland in 1892, perhaps only concerned his family. In August 1899, he formed the Kerr Gifford Company. That company was aggressive because Peter was interested in storage of grains and facilities to load ocean-going ships that navigated Cape Horn to Europe. He knew his company could make money in the growing industry.

Kerr Gifford & Company owned the grain elevator at Pier 25, Seattle. Expansion of the storage silos first took place in 1942. In spite of the war, Peter Kerr made improvements at the pier. Agricultural growth was making great strides to improve output, which increased the quality and bushel per acre. With the war ended, the U.S. wanted to be able to feed the world.

The mass production of agriculture was years away from being automated. Peter Kerr saw the future need for infrastructure. There was a growing demand for transportation, storage, and facilities to load agricultural products on ships.

In 1949, Kerr expanded the 1942 concrete addition to increase the storage capacity. This was about the time Gundy, started working the job at the grain elevator.

I felt privileged to have worked with a longtime grain worker, Arnold Gunderson. His fellow workers knew him as Gundy. He sat on the Union's Grain Negotiating committee for many years.

Gundy knew the history of the Pier 25 grain elevator first hand. He told me about the expansion in 1942. As a listener, more than a talker, I heard many life stories, not only Gundy's but also others. In the 1950's, Gundy worked at Pier 25, most often as a car unloader.

My first day at Pier 25, I was told I would work with Don preparing cars for the car dump. We would walk alongside the rail tracks to remove seals and locks on the railroad car doors. If grain overflowed, or we discovered leakage, we were to jam a rag into the hole until the grain stopped. This was a fast process.

After a bathroom break, we would start sweeping. Sweeping the whole plant? I asked Don, "Do we check-out a broom?"

"We will take up where the last sweeper left a broom and our brooms will be there. We will take the elevator to the top floor."

I began to think Don was joking with me. We entered a rather large area, what I would call a machine room. It was difficult to hear. Conversation competed with the noise of the motors, belts, and buckets dumping. A little further in was a man lift. I had never seen anything like it.

Don explained, "You use the hand hold and then step onto the foot pad."

When I applied my weight on the footpad, I heard the belt creak and chug.

Don said, "Do not pull the emergency stop unless there is an emergency. Remember to get off where I step off."

While the man lift carried us up, I looked down the openings to see what I could. The ride was unnerving, shaky, and a completely new experience. I did survive, but my body was pumped full of adrenaline.

The man lift operated from the time the mill opened until it closed for the day.

At the top, we used the push broom to push mounds of chaff and dust to the nearest vacuum system. Some places the dust was two inches thick. This was the largest vacuum system I had ever seen. The dust was a safety concern. If a bearing or belt generated heat because of a malfunction, it could result in a fire. The sweeping combined with the vacuum prevented dust explosions and fires.

As we swept we were going up the incline ramp to the gallery. Very large conveyor belts working to the highest point move the grains, and gravity would carry the grain down spout to the ship when called for. The gallery was a viewpoint when they loaded a ship. The employees could see the hatch being worked and waited for signals to send or stop the grain.

What a view of south Union Bay, it was great to see.

On our way to lunch, Don suggested we go to the car dump and watch the switching of the empty cars out and the loaded railcars in.

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**P25 to P86** From Page 6

Walking thru the lunchroom, I noticed two tables that someone modified to have four cribbage boards as permanent fixtures. At lunchtime, I learned that they played serious cribbage there. They counted the points in the hand and crib very fast.

When we walked back to the elevator, Don, said, "We will take some time for you to see the car dump."

The car dump was a dusty job because of the chaff and dust made by the grain. Workers started the day at eight in the morning dust free but the dust quickly covered their faces. The dust made my eyes water and worked its way under shirts, which made my skin itch. A heavy amount of dust made it hard to see.

A line of about 10 loaded railroad cars sat on four separate tracks. One at a time, a wire cable pulled the railroad cars into the dump area. The string of loaded boxcars close to the place the workers unloaded the grain.

The unopened doors stayed closed because the facility handled grain from one side. The workers opened the doors on the unloading side of the car. Sometimes to open the boxcar doors required a mechanical pull. The puller was a 5/8 inch steel wire cable that winched the door open.

To get the grain out was the next project. The workers worked the car dump in pairs. A worker stood on a board about four foot square. A steel wire cable pulled the worker, board, and grain to the doorway of the car. The workers repeated this over and over until the amount of grain that remained they worked with a shovel. This was a nut buster of a job, not highly sought.

On the rare occasion, a railroad car would be loaded with sweepings. This is what we swept and sometimes grain not of proper grade. The car went to a processing plant where they mixed, blended, and produced animal foods with the grain. Sometimes the dust blocked the flow and there was a blow back. You surely did not want to be looking down the hatch when a blow back occurred.

The goal was for the workers to dump 18 cars per shift. When the railcars were empty and ready to pull out, they telephoned the Railroad. The workers hung a sign marked "to be pulled" on the car closest to where the locomotive hooked up.

The railroad crew pulled out the empties and brought in a new string of loaded railcars. The plant was next to a highway, they took caution to keep rail cars from entering the street. The loads coming in had to clear the road to avoid traffic problems.

None of the employers or the union wanted dismemberments, accidents, or death anywhere on the waterfront. They considered the wheat dock to be a "safe, leave no body parts, and go home intact" place. The facility did have a period of terrible, gruesome, deaths. The union and employers reviewed the safety regulations and work practices. Then adopted new practices and made improvements for greater work safety.

Cargill bought Kerr Gifford & Co. in 1953, for approximately \$5,000,000. The price was never a confirmation, because both companies are privately held and do not release financial information.

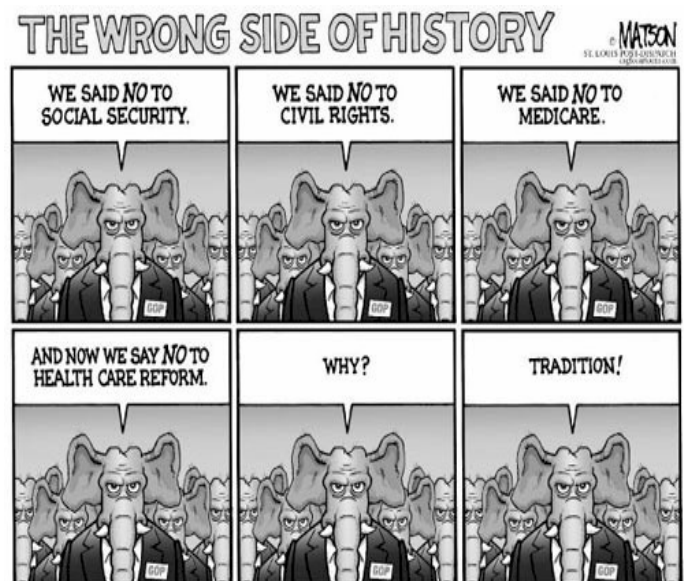
With the growth of grain exports, the Port of Seattle planned to create an automated, dust free, grain terminal. It would have a deep-water berth with a rail siding that operated with a remote mechanism. The Port of Seattle planned to build a terminal at Pier 86. Considering the time required for permits and environmental studies, operation of Pier 86 would commence about 1969 or 1970.

Workers at Pier 25 would remove the silos and the port would use the land for a container terminal. This take down was to be an implosion.

The demolition crew took great care to calculate the force necessary to take down the silos. They made holes in the walls to measure the thickness and check the quality of the cement. They placed explosives in the silos to level them.

The date was set. The city closed the streets to protect the citizens. Police kept traffic at a safe distance.

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**P25 to P86** *From page 7*

The time came for ignition. The windows blew out of the Sears store about a quarter mile away. The dust settled and the silos looked the same. They were still standing.

To remove the silos was no easy task. Even the best planners did not understand the construction of the 1942 silos. Did the steel rebar used in 1942 have greater strength than what builders used today? Perhaps they used a greater amount of rebar. It was understandable that when they built the silos, they wanted them to survive an earthquake.

It took a wrecking ball and days of work before the silos came down.

After they leveled the building, the demolition crew came in and cleaned up the dust particles.

Pier 86 the replacement facility, for grain sometimes goes for several weeks without ships loading. People that walk the path wonder and ask, "When will the ships be back?"

Tourists are limited to view from the walking path. When there was work on the ship, the company sometimes hosted and gave tours to grain growers, shippers and others. There seemed to be a question of liability if an accident happened.

Today the grain shippers are required to use "belly dumps." Meaning the railroad cars dump grain from the bottom of the car. The Port of Seattle grain facilities do not feed the whole world, but they do have an impact on world trade and numerous jobs in Washington State.

**CWH** *From Page 5*

and we, the Union should be speaking out. That's our heritage, not sitting back and keeping mum." I look at Sue and hold up my empty mug, she looks back at me with a stern look, shakes her head no.

Harry looks at the time, "My time is up anyway." he says. I look at him and ask, "Aren't you going to get the tab this time? Remember I was just robbed." He looks down at me, "And how do you expect me to come up with the money?" he smiles, "You'll find a way." And out he goes. Sue is standing by, tapping her foot. "And we don't take credit cards."

I take off my shoe, hoping my "trouble money" wasn't found. Sure enough my \$100 bill was still there. I hand it to Sue, she wrinkles her nose, "Do I get the change as my tip?" She's smiling. I've got to get back to the hotel." I respond. "Don't move, I'll call for a cab, we don't want you to get mugged again." As she skips off.

**Harry Bridges Chair & Labor Center**

Prior to the last issue, we were asked to publish how to make donations to the Chair and Labor Center, before doing so, we would like to inform you of the coming Annual awards Celebration and Fundraiser to be held Saturday, November 14, 2015, from 5:00 - 8:00pm in the South Ballroom of the Husky Union Building, University of Washington, Seattle Branch. The Banquet is free but it would be wise to RSVP to the Bridges Center at 206-543-7946.

To donate; by check — make payable to "UW Foundation" with either "Bridges Chair" or "Labor Archives" on the memo line. Send to Harry Bridges Center for Labor Studies, University of Washington, Box 353530, Seattle, WA 89195-3530.

by credit card — <http://depts.washington.edu/hbcls/> to give securely on-line.

by phone—call the Bridges Center at 206-543-7946

JOIN US ——— NOVEMBER 14TH !!

**Correspondence**

From **BARRY CAMPBELL**, Vancouver, Canada

To the Seattle Pensioners Club

It was an honor for us, as pensioners and ILWU Canada officers, to be able to join you at St' Peters cemetery in Nanaimo to witness the dedication of a monument to six longshoremen buried there many years ago.

The fact that this was being done some 129 years after the tragic accident which caused their deaths and that the gravesite was unknown for years, is nothing less than remarkable.

The dedicated efforts of your Club, in addition to the excellent work done by historian Dr. Ron Magden in locating the burial site, all came together on the morning of July 29th.

All members of the ILWU, in attendance or not, stood tall at this ceremony, making us proud of being members of an organization that puts such value on our history and those who came before us.

Thank you for what you have done and your hospitality in Nanaimo.

Barry Campbell  
Vancouver Pensioners



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### Correspondence

From **HARRY ACKER**, \$56.00 for 2015 & 2016 dues and \$444.00 donation to the Rusty Hook. Thank you so much **HARRY** and welcome to the Club.

From **BUFORD SCHACHERE**, \$40.00 donation to the Rusty Hook. Thanks **BUFORD**.

From **FRANK SEARLES**, \$10.00 assessment for 2015, \$1.61 for postage, and \$75.00 donation to the Rusty Hook. Thank you **FRANK**, but it's not necessary to pay the postage. That's what your donation is for.

From **ROBERT BURDEN**, \$100.00 donation to the Rusty Hook. Thank you, thank you **BEAST OF BURDEN**.

From **BOB MACKNER**, \$28.00 for 2015 dues, \$28.00 for 2015 dues for and in memory of **CHARLOTTE MACKNER**, and \$14.00 donation to the Rusty Hook. Thank you so much **BOB**. We all remember **CHARLOTTE**.

From **AL VREY**, \$56.00 for 2015 & 2016 dues and \$144.00 donation to the Rusty Hook. Thank you again **AL**. If you look back at the spring Rusty Hook you should see your name and a thank you, but it never hurts to thank you again.

From **BERNICE & CARLOS VELATEGUI**, \$100.00 donation to the Rusty Hook. Thank you so very much **BERNICE & CARLOS**.

From **SHIRLEY McCABE**, \$25.00 donation to the Rusty Hook in memory of **LILLIAN BYWATER**. Thank you **SHIRLEY**. May she rest in peace.

From **ALEX BAROUMES**, \$25.00 donation to the Rusty Hook. Thanks **ALEX**.

From **PAT & JUNE KILLGALLEN**, \$504.00 for 2003 through 2020 dues and \$96.00 donation to the Rusty Hook. Thank you, thank you **PAT & JUNE**. Welcome to the Club.

From **KEVIN NEMITZ**, \$25.00 donation to the Rusty Hook. Thank you **KEVIN**. We should have more "B" men like you.

From **CHRIS ROMISCHER**, \$100.00 donation to the Rusty Hook. Thanks **CHRIS**.

From **DON HOPKINS**, \$200.00 donation to the Rusty Hook and for dues. Thank you so much **DON**.

From **ERNIE SHIPMAN**, \$100.00 donation to the Rusty Hook. Thank you, Thank you **ERNIE**.

From **KEN FIELD**, \$10.00 for 2015 assessment. Thanks **KEN**.

From **RICK RIZZO**, \$50.00 donation to the Rusty Hook. Thanks so much **RICK**.

From **JOHN & PATTY FERN**, \$28.00 for 2015 dues. \$10.00 for 2015 assessment, and \$62.00 donation to the Rusty Hook. Thank you so much **JOHN & PATTY**.

From **FRED KAGEYAMA**, \$28.00 for 2015 dues and \$22.00 donation to the Rusty Hook. Thank you **FRED**.

From **DON FRANZ**, \$99.21 for "whatever". This must be a new name for the Rusty Hook. Thank you so much **DON**.

From **JACK BLOCK**, \$3.00 and a big "oops" and \$10.00 donation to the Rusty Hook. Thank you **JACK**.

From **ROBERT TAYLOR**, \$28.00 for 2015 dues. Thanks **ROBERT**.

From **DAVE STAPLETON**, \$28.00 for 2015 dues and \$100.00 donation to the Rusty Hook. Thank you so much **DAVE** and welcome. Hope to see you at the meetings.





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