

Strike Set on Five Airlines

As this issue of THE MACHINIST went to press:

Management representatives for five of the nation's major airlines had walked out on negotiations in Washington, D.C.

Efforts to avert the nation's largest air transport strike had stopped, as a result.

Instead of negotiating, the airlines were threatening court action.

The strike call for 6 a.m. (local time) Friday, July 8 was still in effect for all IAM members employed by United, TWA, Eastern, Northwest and National.

IAM negotiators, headed by Vice President Joseph W. Ramsey, Grand Lodge Rep. Frank Heisler and five General Chairmen, were standing by. Mem-

bers were urged to check local bulletin boards for any later developments.

"We are still trying to settle this dispute without interrupting the work," IAM President Roy Siemiller explained. "We want a decent settlement, not a strike."

The IAM President placed the blame for the expected work stoppage squarely on management. He explained:

"If a strike comes on the airlines, the responsibility will rest with the short-sighted men who direct the affairs of these air carriers.

"These corporations netted more than \$200,000,000 last year. They are enjoying the greatest prosperity in their history. There is no question here of ability to pay. The issue is whether the employees deserve to share in the prosperity of their industry—and how much.

"Our members on these airlines are not satisfied with the offers made in negotiations so far. Under the American system and under American labor law they have a right to strike. Only under Communism and Fascism are human beings forced to work against their will.

"Our is a democratic union. Our members on these airlines have voted to authorize this strike if no satisfactory offer is made by management. We intend to back them.

"We regret the delays and the inconveniences that will result, but we respectfully suggest that complaints be referred to the managements of these five corporations who are forcing this action."

Mr. Siemiller explained that if this strike occurs, 40 per cent of the nation's air transport service will still be operating. Every airport in the country will still have airline service.



The Machinist



Published by International Association of Machinists and Aerospace Workers

VOL. XXI

WASHINGTON, D.C. 20036

JULY 7, 1966

Copyright 1966
By The Machinist

NUMBER 18

OPENINGS

Following jobs are available for qualified IAM members. Please include Lodge number in your letter.

Elizabeth, N.J.—Openings for six machinists. Union rates and working conditions. Write: Joseph P. Flunges, Recording Secretary, IAM Lodge 1041, 40 E. 23rd St., Bayonne, N.J. 07002. Include your lodge number.

Colorado Springs, Col.—Vacancies for machinists, sheet metal fabrication mechanics, assemblers, heat treaters and platers. Write: Jess Cornett, Secretary-Treasurer, IAM Lodge 750, 1207 Holmes Drive, Colorado Springs, Col. 80909. Include your lodge number.

Newark, N.J.—Openings for automatic screw machine set-up men and multiple spindle operators. Jobs include good fringe benefits and an open rate for a top qualified man. Write: George S. Almeida, Union Representative, IAM District 47, 667 Chestnut St., Union, N.J. 07084. Include your lodge number.

Torrance, Calif.—Five thousand aircraft production workers needed in Southern California to meet stepped-up production schedules. Aircraft assemblers, aircraft installers, machinists, jig builders, and others. Write: Joe R. Hayden, President, IAM District 720, 19626 S. Normandie, Torrance, Calif. 90501. Include your lodge number.

San Jose, Calif.—Immediate need for experienced machine shop personnel including turret lathe operators, journeyman engine lathe operators and journeyman boring mill operators. Write: John Escamilla, Union Representative, IAM District 93, 45 Santa Teresa St., San Jose, Calif. 95110. Include your lodge number.

'World of Labor' Aired on KWG, Stockton

Radio station KWG, Stockton, Calif., is the latest addition to the growing list of broadcasters airing IAM's award-winning program "The World of Labor." Sponsored by IAM Lodges 364, 428 and 1549, the program can be heard Tuesdays and Thursdays at 7 p.m. Arrangements for the broadcast were made by Jack Roberts, IAM press representative at Los Angeles. For a schedule of IAM broadcasts next week, see page 9.

Union Solidarity Pays At Cutler-Hammer

See page 2



Pennsylvania IAM behind Shapp for Governor

The Pennsylvania State Council of Machinists has lined up solidly behind Milton Shapp of Philadelphia (arrow) for Governor in the November state election. The action came at Harrisburg last month when Mr. Shapp, an industrialist with a long record of opposition to so-called "right-to-work" laws, visited the Council's 20th annual convention at Harrisburg.

Arthur B. White of IAM District 65, Council president, congratulated Mr. Shapp for his forthright and intelligent campaign.

Another highlight of the Harrisburg convention was a visit

from IAM President Roy Siemiller who warned that "right-to-work" states are drawing work out of Pennsylvania plants into low-wage areas in the South.

"More than most states, Pennsylvania has a vital stake in labor's drive to repeal section 14(b) of the Taft-Hartley Act," he declared. "That is the section that legalizes the so-called 'right-to-work' laws.

Alton E. Ross of Erie, Council Secretary, reported that union membership in Pennsylvania now totals 70,000 organized in 154 District and local lodges.

THE MACHINIST Is Read by More than 3,000,000 in All of the 50 States, Canada, Puerto Rico, and the Canal Zone

Beware Home Improvement Fraud



The Machinist



Published by International Association of Machinists and Aerospace Workers

VOL. XXI

WASHINGTON, D.C. 20036 JULY 14, 1966

Copyright 1966
By The Machinist

NUMBER 19

Chronology Of Airline Negotiations

Here is a chronology of the 11-month bargaining effort by the IAM in the dispute between 35,300 union members and five major airlines—Eastern, National, Northwest, Trans World and United:

Aug. 9, 1965—IAM and five airlines agree to first joint negotiation in airline history.

Oct. 1—Union and management representatives exchange proposals on local and national issues.

Oct. 15—Negotiations begin on local issues on each airline.

Nov. 15—Negotiations begin on industry-wide issues. No counter offer from airlines.

Dec. 1—Negotiations recessed.

Dec. 31—Union contracts expire on all five airlines.

Jan. 11, 1966—IAM and five airlines file joint applications for National Mediation Board services.

Jan. 31—Air transport industry reports record-shattering profits for 1965.

February—Bargaining continues under auspices of National Mediation Board.

March 18—Board proffers arbitration after all mediation efforts fail.

April—Union continues to meet with airline management. Airlines fail to make any real counter offer to union's negotiating proposals.

April 14—National Mediation Board tries again to mediate dispute. Strike date set for April 23.

April 22—President Johnson appoints Emergency Board to study dispute. Strike is postponed.

May 6—Emergency Board begins hearings at Washington, D.C.

June 5—Board makes recommendations for settlement.

June 9—Union rejects Board recommendations as "19th Century concepts."

June 14—Negotiations resume at U. S. Labor Department.

June 28—Strike called for July 8 after airlines refuse to improve on Emergency Board recommendations.

June 28-July 7—Talks continue until just hours before strike deadline. Airlines refuse to move from early position.



ANKERS PHOTO

Employees Ask Share In Airline Prosperity

Five major airlines forced more than 35,300 IAM members out on strike last week, grounding 60 per cent of the nation's air transport industry.

Picketing began last Friday morning at 6 a.m. at more than 230 airports from coast to coast and on to Hawaii. The Air Line Pilots Association, the Flight Engineers, Transport Workers Union and the Railway Clerks had pledged their support.

On United, TWA, Northwest, Eastern and National only contract flights for the Military Airlift Command (successor to MATS) continued. Under existing agreements, union members will continue to maintain and service planes airlifting materiel and personnel for Vietnam and other military activities.

The strike followed nearly a year of frustrating and unsuccessful negotiations (see chronology at left). The airline contracts expired last Dec. 31, but the IAM members were required to continue working under the Railway Labor Act.

Throughout the negotiations, union representatives have sought a fair share of the industry's burgeoning profits for airline employees.

IAM President Roy Siemiller defined the principal strike issue as whether airline employees deserve to share the prosperity of their industry—and how much.

Record Profits

Last year the five airlines involved in this strike netted \$200,000,000. They are doing better this year.

By their own estimates, the airlines have been asked to share less than 18 per cent of that figure with their employees.

Mr. Siemiller explained that for years while the airlines were operating in the red, airline employees were asked to forgo many advantages enjoyed by employees in other industries.

Now that the airlines have solved their economic problems, he said, airline employees are entitled to live as well as steelworkers or carpenters or anyone else.

In its negotiating proposals, the union is asking company-paid pensions, hospitalization to cover dependents as well as employees, longer paid vacations, an eighth paid holiday with double-time and a half for those forced to work on a holiday, fewer progression steps, a cost of living escalator to protect purchasing power and substantially higher wages.

Last-minute Effort

Efforts to avert the strike continued to the final hours last Thursday when President Johnson asked for a last-minute effort.

The negotiators had been meeting daily with James Reynolds, Assistant Secretary of Labor, for nearly five weeks prior to the strike. Vice President Joseph W. Ramsey, chairman of the union negotiating committee, reported no progress throughout.

However, Mr. Ramsey, Grand Lodge Reps. Frank Heisler, William Stenzinger, and Bill Schenck, remained in Washington to continue the negotiations.

The five general chairmen returned to their home stations to lead the strike on each property. They are:

J. B. Wilhelm, District 100 (Eastern); Robert T. Quick, District 141 (United); Fred W. Spencer, District 142 (TWA); Eton P. Barstad, District 143 (Northwest); and John M. Burch, District 145 (National).

THE MACHINIST Is Read by More than 3,000,000 in All of the 50 States, Canada, Puerto Rico, and the Canal Zone

Column for the Week

“The roadblock to peace is not in the White House. The roadblock is not in the office of Arthur Goldberg. The roadblock is in the mind of the enemy.”

—Hubert H. Humphrey,
Vice President of the United States

Editorials

STRIKE

As one by-product of the airline strike, we can expect some short-sighted bird brains to renew their clamor for restrictions on labor's right to strike.

In their minds, a strike is always the fault of the employees, never the fault of management.

Some will want to prohibit strikes altogether leaving the final decision on wages and working conditions up to management. That's the way things are done under Communism and fascism.

Some will suggest compulsory arbitration, a system that never has worked.

Some will propose extended cooling off periods, which usually turn out to be heating up periods.

Some will urge more fact finding and more special boards—which already has been tried in this airline dispute without notable success.

Senator Javits has suggested that the Government should take over and operate plants whenever employees are denied the right to strike.

That, inevitably, is where any serious restriction on the right to strike will lead. If you insist that someone work against his will, you can't let someone else profit by that forced labor. If you do, you have a system of slavery.

In the long run, no system will work as well or provide fewer inconveniences than free collective bargaining with the right to strike. That is the American system.

That is why union members respectfully ask everyone to put up with the inconveniences and the delays until we can get this strike settled. As this is written no one is trying harder to find a solution than IAM members and their representatives. However, it also takes two to make a peace.

Piracy

I. W. Abel, president of the Steelworkers Union, spoke for all thinking union members last week when he told the U.S. Governors Conference in Los Angeles that “industrial piracy” must halt.

He pleaded for action by the States to halt the practice of luring plants from one state to another with all sorts of inducements, including outright subsidies. The lives of hundreds of thousands of workers have been affected.

We hope that U.S. Treasury Secretary Henry H. Fowler (see page 3) will press ahead to end one of those inducements—free plants provided by cities and towns through sale of tax-free industrial development bonds. The tax exemption is costing us money—and jobs.

The Machinist
The official weekly newspaper of the
International Association of Machinists and Aerospace Workers
Machinists Building, 1300 Connecticut Ave., Washington, D.C. 20036

Gordon H. Cole, Editor
Associates: Jane Stokes, Henry Lewenters,
Dean Roth, Richard J. Collier, Robert J. Keleski
Art Editor: Richard F. Richardson

Published weekly except for the weeks of New Year's, Independence Day, Thanksgiving, and Christmas. Mailed to every member of the International Association of Machinists in accordance with convention and referendum action. Subscription price to non-members \$3 per year. Back copies 10 cents each.
Affiliated with AFL-CIO and CLC



Strange way to run an airline



Live a Little Longer

FDA rules on vitamins

By Dr. William A. Sawyer

The Food and Drug Administration of our Federal Government has recently issued some new and stringent regulations on the more exact labeling of dietary foods and vitamins. This will put more rigid requirements on many well known products. The rules will affect multi-vitamin pills, low calorie foods and drinks, baby formulas and many vitamin-fortified foods. Many now on the market will have to be relabeled.

According to Dr. James L. Goddard, Commissioner of FDA, the relabeling will so worded as to avoid misconceptions about the kinds and amounts of vitamins needed in a satisfactory diet. For many years there has been considerable dispute about the benefits of taking vitamin pills. Nutrition experts have argued that if people would eat a diet of wide variety including green and yellow vegetables, fruits, cereals, dairy products, meats, poultry, fish and eggs, they would get all the vitamins they need. Under the new regulations, all multi-vitamin and mineral preparations will have to carry this statement on their label:

“Vitamins and minerals are supplied in abundant amounts by the foods we eat. The Food and Nutrition Board of the National Research Council recommends that dietary needs be satisfied by foods. Except for persons with special medical needs, there is no scientific basis recommended for the routine use of dietary supplements.” (Such as vitamin pills). Labels for both fortified foods and vitamin preparations will be allowed to list as nutritive additives only substances that are believed to have nutritive effect. Too often additives have no known nutritional value.

Vitamin values

Why are vitamins given so much attention? Vitamins, although they are required in minute amounts, are essential for growth and reproduction; formation of antibodies; coagulation of the blood; resistance to infection; formation of inter-cellular substances; and integrity of bones, teeth, skin, blood and nerve tissue. They also function for chemical reactions concerned with the metabolism of food, on which the nutrition of the body depends.

Why can't I eat and drink whatever I please and take vitamin and mineral pills to make sure I get

essential elements? A diet chosen by chance is not safe. It may lack protein and energy and other essential nourishment. It may supply too much carbohydrate and not enough of other nutrients.

The Food and Drug Administration says that many Americans have thought incorrectly that there might be nutritional benefit by taking vitamins in excess of minimum requirements. Such excesses do no good. Those products that contain more than the known required amounts of vitamins or minerals will have to decrease these amounts.

Natural vitamins

No one vitamin can take the place of another, and the lack of any one vitamin may affect a person's health. The best way to obtain vitamins is to eat the foods in which they naturally occur. However some foods in storage and in shipment, lose their full quota of vitamins and people do not always know what vitamins certain foods contain. There are times when pills are necessary but it would, of course be better to be in touch with a doctor and have his advice.

Dr. Sawyer cannot answer individual correspondence. Within the limits of space, he will discuss in his column problems suggested by readers. Write: Dr. William A. Sawyer, 909 Machinists Building, Washington, D.C. 20036.

SHOP SHAVINGS

“How could you swindle people who treated you?” the judge reproved the man before him.
“Your honor,” replied the culprit, “it is almost impossible to swindle people who don't trust you.”

For just a little in shaving,
It doesn't mean quite this
I'm too darn old for go-go-ing,
And too young for Madison.

The old timer warns that cutting corners at your work will keep you going in circles.

This week's hints feature Cal O'Connell's six suggestions for 1966.

Every day the lives of 250,000 travelers depend on the skill of airline employees



The Machinist



Published by International Association of Machinists and Aerospace Workers

VOL. XXI

7

WASHINGTON, D.C. 20036

JULY 21, 1966

Copyright 1966
By The Machinist

NUMBER 20



Negotiators

Principals in the effort to find a basis for settlement of the airline strike are (l to r) William J. Curtin, head airline negotiator; Assistant Secretary of Labor James Reynolds, and IAM Vice President Joseph W. Ramsey, chief union negotiator.

UPI PHOTO

Airline Strike, Busy Time for Negotiators, Pickets, Politicians

The nation's biggest airline strike had entered its second week as this issue of *THE MACHINIST* went to press. Five major airlines are grounded—United, TWA, Eastern, Northwest and National. Pickets are pounding pavements at airports and hangars in 231 cities.

IAM President Roy Siemiller praised the trade union discipline of the strikers, pointing out that not a single incident had been reported at any location during the first week. The IAM President pointed out that in compliance with union contracts, there is no interruption of work on military airlift flights, military charter flights, flight simulators and training flights.

The solidarity of the 35,400 IAM members on strike was matched by the solid support they were receiving from the members of the other AFL-CIO unions in the industry. The Air Line Pilots, the Flight Engineers, the Transport Workers and the Railway Clerks had flatly refused to handle struck work.

For all airline employees, this was the year they could move up. Their goals included wage rates and working conditions at least equal to those of steelworkers, construction workers, auto mechanics and others. They want their wages protected by a cost-of-living escalator, like auto and aerospace workers. They want better vacations, company-paid pensions, an eighth holiday, company paid hospitalization for dependents and a lot more. What they would get was not yet clear.

IAM Vice President Joseph W. Ramsey, chairman of

the union negotiating committee, told reporters late last week:

"These carriers are standing pat, protecting their profits, waiting for the President or Congress to help them out.

"Union members on the airlines are asking to share in the profits. After all these years when they have accepted substandard conditions, airline employees are entitled to a better deal."

**For a view from the picket line, a full page of pictures, see page 8.
For editorial comment, see page 12.**

When the airlines first shut down, the country was shocked. However, adjustments were quick; the public was surprisingly tolerant despite television and newspaper emphasis on the delays and inconvenience which the strike caused.

Negotiations were interrupted once during the week when Northwest Airlines, acting like an old-fashioned owner of a company town, announced that mechanics in Tokyo would be charged \$280 for two-bedroom company houses they had previously received as part of their overseas allowance. The company also cancelled all credit at the company commissary for striking mechanics.

Negotiations resumed after Northwest withdrew its letter to Tokyo strikers.

Several Congressmen and Senators sounded off against

the strike. None spoke in support. Sen. Wayne Morse of Oregon, a Democrat, chaired the Presidential Emergency Board whose inadequate recommendations are prolonging the strike. Morse repeatedly denounced the strike, the IAM and its officers. Said he:

"Any strike called by the officers of this union in this hour of crisis is not reconcilable with the patriotic responsibility of the union to its government, and to the people of our country including our troops in Vietnam."

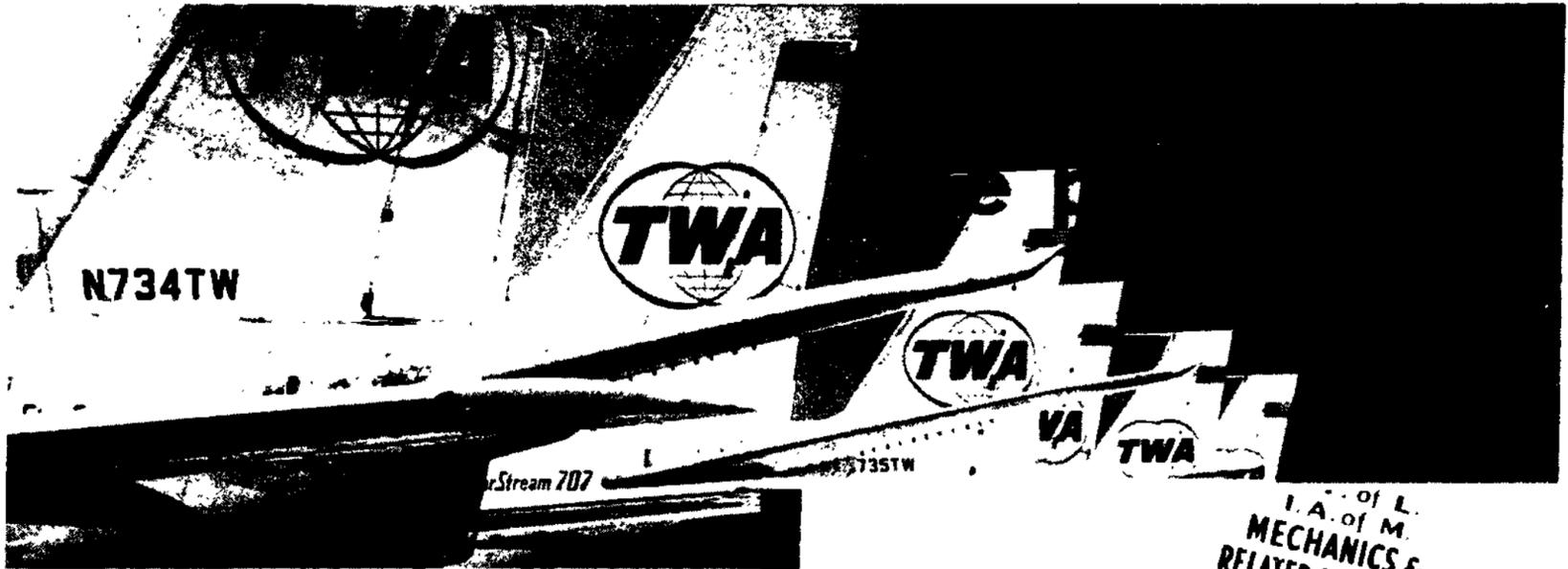
Senator Frank Lausche of Ohio, whose anti-labor record is one of the longest, introduced a bill to prohibit strikes and substitute a system of compulsory arbitration. He praised Senator Morse in the Senate for his courage in "pointing out the weaknesses of the position of the unions."

Sen. Robert P. (Landrum-Griffin) Griffin of Michigan and Rep. Thomas B. Curtis of Missouri, both Republicans, co-sponsored a new resolution that calls for a Congressional investigation of industry-wide and regional bargaining.

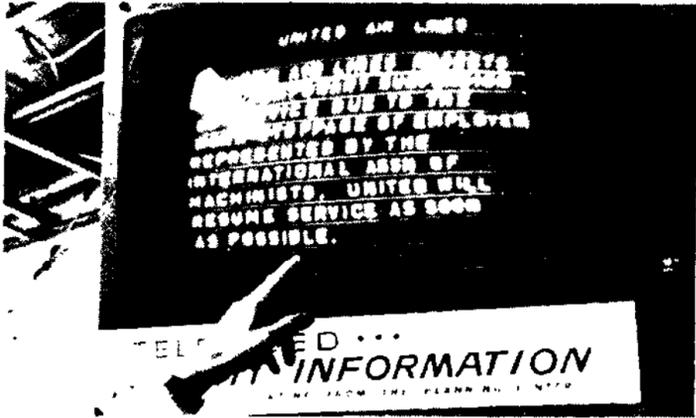
Sen. Jacob K. Javits of New York, a Republican, called the Senate's attention to his bill to authorize the President to seek appointment by a Federal Court of a special receiver to take possession of and operate a struck facility to the extent necessary to protect public health and safety.

As this issue of *THE MACHINIST* went to press, the end was not yet in sight—for negotiators, pickets or politicians.

THE MACHINIST Is Read by More than 3,000,000 in All of the 50 States, Canada, Puerto Rico, and the Canal Zone



New York City—Six Trans World Airlines' Boeing 707 jetliners sit idle at Kennedy International Airport, grounded after five major airlines forced IAM members to strike. Besides TWA, the companies include Eastern, National, Northwest and United Air Lines, all enjoying record profits.



Washington, D.C.—United Airlines' closed-circuit TV message board at National Airport tells one story as IAM pickets outside give travelers the facts on the strike. All five struck airlines touch down at National, one of nation's busiest.



San Francisco—IAM Lodge 1781 for UAL employees holds a news conference for newspaper and TV reporters. At mike is Frank (Smoke) Williams, publicity chairman, introducing, l to r, Grand Lodge Rep. L. T. Faircloth, Robert T. Quick, District 141 president; and Lou Schroeder, Lodge 1781 president.



San Francisco—Huge United Air Lines hangar is picketed as IAM members leave jobs at start of strike. Not a single picket line incident has occurred at any location since strike started. San Francisco is UAL's home base for maintenance operations.

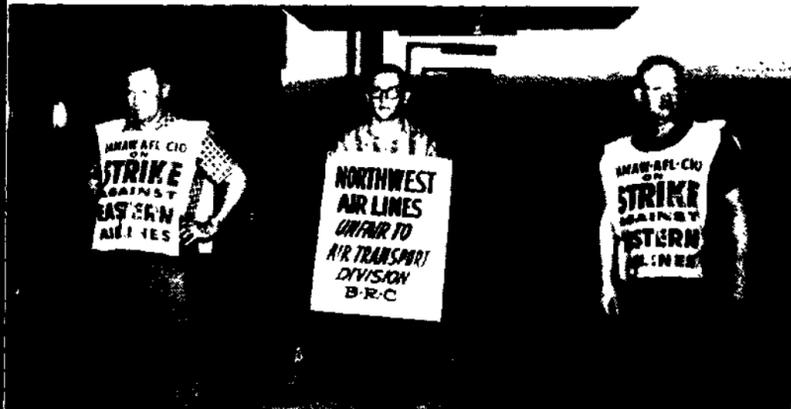
I.A. OF M.
MECHANICS &
RELATED PERSONNEL
ON STRIKE
AGAINST
NORTHWEST AIRLINES



Twin Cities—Machinist Art Kelly gives a picket's goodbye to the Northwest Airlines' last flight from Minneapolis-St. Paul before strike started. Kelly like 35,400 other striking IAM members at 231 locations, helped keep strike solid from Boston to Tokyo. Airline Pilots, other unions gave big assists.



Miami—Members carry home tools as pickets march in front of Eastern Airlines hangars. Members on National Airlines were also on picket line at Miami and many other points as union negotiators sought catch-up raises and benefits due airline workers.



Chicago—IAM members picketing Eastern Airlines at O'Hare Field are joined by a Railway Clerks member, center, protesting Northwest Air Lines efforts to get Clerks to do IAM members' work. Clerks, Pilots, Flight Engineers and Transport Workers are all helping the IAM. Terminal is typically empty.

How to Shop the August Sales

Read Sidney Margolius, p. 10



The Machinist



Published by International Association of Machinists and Aerospace Workers

VOL. XXI

WASHINGTON, D.C. 20036

JULY 28, 1966

Copyright 1966
By The Machinist

NUMBER 21

OPENINGS

Following jobs are available for qualified IAM members. Please include Lodge number in your letter.

Torrance, Calif.—Nearly five thousand experienced machine shop and aircraft production workers needed in Southern California to meet stepped-up aircraft production schedules. Applicants must be U.S. citizens and at least 18 years old. Write: Joe R. Hayden, President, IAM District 720, 19626 S. Normandie, Torrance, Calif. 90501. Include your lodge number.

Rockford, Ill.—Vacancies for auto body men. Job includes \$100 weekly guarantee against 50-50 plan, and yearly bonus. Fringe benefits include company paid insurance, vacations and holiday. Write: Guy Stubblefield, Union Representative, IAM Lodge 1553, 1553 9th St., Rockford, Ill. 61108. Include your lodge number.

York, Pa.—Openings for sheet metal workers, electricians, and assemblers experienced in refrigeration and air conditioning. Write: Ed Clinch, Union Representative, IAM District 98, 38 N. Albemarle St., York, Pa. Include your lodge number.

South Bend, Ind.—Vacancies for automatic screw machine set up men and operators. Rates for set up men range from \$3.10 to \$3.55; for operators, from \$2.90 to \$3.10. Benefits include automatic progression to top rates, company paid insurance and hospitalization, eight holidays, vacations, and straight day rates. Write: Andrew Kucela, Union Representative, IAM District 103, 1413 West Indiana Ave., Elkhart, Ind. 46514. Include your lodge number.

Newark, N.J.—Openings for automatic screw machine set-up men and multiple spindle operators. Jobs include good fringe benefits and an open rate for a top qualified man. Write: George S. Almeida, Union Representative, IAM District 47, 667 Chestnut St., Union, N.J. 07084. Include your lodge number.

5 California Stations Air 'World of Labor'

The "World of Labor," the IAM's award-winning radio program, is now being broadcast twice a week on five radio stations in California.

The stations are KGRB, Los Angeles; KOGO, San Diego; KEEN, San Francisco and San Jose; KCOY, Santa Maria; and KWG, Stockton.

For a complete schedule of IAM broadcasts, see page 9. For a report on efforts by the California IAM to re-elect Gov. Pat Brown, see page 4.



Roy Siemiller pickets at United maintenance base, San Francisco, with members of IAM Lodge 1781, Jud Piper, left, and Arthur Smithson.

WEINHAUPT PHOTO

Heat Mounts in Strike, Airlines Nix Secret Ballot

The heat of the airline strike was mounting as this issue of THE MACHINIST went to press. The heat was generated by union pickets who walked in front of airports and ticket offices in 231 cities. The IAM pickets had grounded United, TWA, Eastern, Northwest and National. The nation's largest airline strike had entered its third week.

President Johnson was feeling that heat. The second question at his nationally televised news conference was:

"Do you contemplate any further action in the airline strike?"

Factual Answer

The President's reply was factual. He pointed out that he had taken every legal step he could, that "there is no law that can force the men back to work."

Then President Johnson said: "I think the patience of the American people is being tried," and "the time has come when a settlement is indicated."

An hour earlier, Secretary of Labor W. Willard Wirtz had denounced a union proposal to submit whatever package the carrier wanted to offer to a secret ballot vote of the strikers.

"There is no agreement to be voted on," he scolded. "The union officers confirm the certain fact that the union vote will be negative. This makes a farce of collective bargaining and of the mediation process."

The Secretary of Labor stressed the fact that the recommendation of the Presidential Emergency Board "is not binding on the

parties." But he called for negotiations to be resumed immediately "for the purpose of getting such an agreement"—an agreement within the framework of the Emergency Board recommendations.

That evening negotiators for the five struck airlines withdrew everything they had offered in nine long months of negotiations in order to prevent any proposition from being submitted to the members for a secret ballot vote.

Only two days earlier, Eastern Airlines employees had received a circular letter from Eastern President F. D. Hall which, among other things, criticized the IAM for rejecting the Emergency Board recommendation "without submitting it to their membership for acceptance."

IAM President Roy Siemiller entered the negotiations to give Vice President Joseph Ramsey a weekend's rest. Ramsey has headed the union negotiating team since the movement started a year ago.

Greatest heat from the strike was felt in the U.S. Senate. A propaganda campaign by the U.S. Chamber of Commerce brought dozens of telegrams to Senators from local Chamber of Commerce and management executives. They all stressed the discomfort and delays being caused by the strike.

For the Record

Senator after Senator rose to deplore the strike, to call for a prompt settlement and to print in the Congressional Record the management wires and newspaper editorials denouncing the strike.

In all, 14 Senators and six Congressmen

rose up during the week to demand an end of what most of them described as "the intolerable strike." Most of them called on the President to end the strike without suggesting how.

Sens. Spessard Holland and George A. Smathers, Democrats from Florida, talked about introducing a bill to compel airline employees to accept arbitration, with the results to be binding for several years. The Florida Senators cited the action of Congress in the railroad fireman's strike of 1963 as their model. As a result of compulsory arbitration in that case, 20,000 firemen lost their jobs.

Morse Proposal

Sen. Wayne Morse, who earlier raised questions about Vice President Ramsey's emotional stability, called for broad legislation to deal with inflation control. However, the Oregonian went on to say that Congress should declare "that a state of emergency exists in respect to this particular case."

He suggested that the parties be permitted to come in and present their case to another Board. His reasoning:

"I believe that the members of the union would then understand the situation better than they do, and it would be clear to the members of the union, on that second ground, that they go back to work and that they stay at work on the basis of a fair settlement, non-inflationary in nature."

At last week's news conference, President Johnson was asked if he plans to seek legislation to deal with strikes "that threaten irrepar-

(Continued on page 11)

Second week

The view from the picket line

What they're saying

Whenever a sizable group of union members are forced to strike, they invariably are greeted by a chorus of criticism—usually the same stale phrases from the same old anti-union politicians and the press. The critics frequently all but drown out the voices of thoughtful people capable of putting aside possible personal inconvenience and seeing the strikers' side of the dispute.

But there are such thoughtful people, and they do express themselves, as the following samples of unsolicited support demonstrate.

"... I firmly believe that this airline strike, and any strike not in violation of the law of the land, is an exercise in American democracy... the machinists, members of the International Association of Machinists—IAM—are to be commended for protecting and exercising the rights of every workingman. They are acting in the finest tradition of the Nation. It should be pointed out that in exercising this right, there has been no interruption of work on military airlift flights, military charter flights, flight simulators, and training flights."

—Congressman Henry B. Gonzalez, of Texas, in the U.S. House of Representatives.

"Although I am an enthusiastic air passenger... I did not realize until yesterday when I read the newspaper account of the airlines strike, how relatively low the pay is for airline mechanics. It is both incredible and ironic that our city's trash truck drivers, who recently received a wage increase, earn almost as much as an airline mechanic."

—Mrs. Helen Rosen, in a letter to Asst. Secretary of Labor James J. Reynolds.

"Anyone familiar with the International Association of Machinists and for that matter the machinists' trade in general, knows that as a group they are among the most responsible, skillful, fine mechanics our country has. For many years these mechanics have claimed comparatively few grievances, often working for wages which have been, and are yet, low in comparison with those paid in most other skilled trades."

—W. S. Darwin, Jr., in a letter to *The Sunday Star* newspaper in Washington, D.C.

"I personally regret the inconvenience to the traveling public who count on the airlines to transport them from one place to another. However, the reluctance of the struck carriers to allow nonstruck carriers to fly their routes and the carriers charges of 'intervention' by the CAB should make it quite clear to everyone just exactly where the real blame in this controversy lies."

—James M. Zimmerman, Bethesda, Md., in a letter to *The Washington Post* newspaper, Washington, D.C.

"I'm the wife of a mechanic for one of the airlines still operating... My husband makes a little over \$7,400 and has to work every bit of overtime he can to pay the bills. If the mechanics are so unimportant, let the company see how long these planes will fly without maintenance."

—Mrs. M. T., in a letter to the *Chicago Tribune* newspaper, Chicago, Ill.

"For the benefits of compulsory arbitration, I would suggest contacting Franco's Spain or Communist Russia—they both have the system."

—Irwin Kramer, Financial Secretary, IAM Lodge 1894, in a letter to *Newsday* newspaper, Long Island.



Washington, D.C.—In sweltering heat, union negotiators met at the U.S. Labor Dept. wearing the new IAM sport shirts. Facing camera, l to r, are J. B. Wilhelm, general chairman on Eastern Air Lines; Grand Lodge Rep. Frank Heisler, airline coordinator; Grand Lodge Rep. Robert E. Stenzinger; IAM Vice President Joseph W. Ramsey; Grand Lodge Rep. B. E. Schenck. Across the table, from the left, are General Chairmen Elton Barstad, Northwest; Robert T. Quick, United and Fred W. Spencer, Trans World.

ANKERS PHOTO

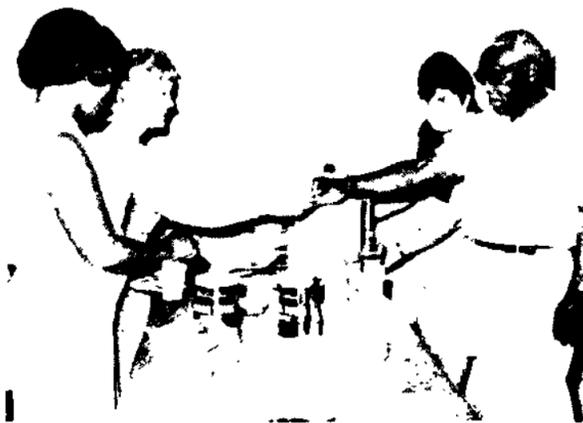


Miami—Jack Rappaport, a member of IAM Lodge 368, joined the picket line in his wheel chair. A member for more than 20 years, Rappaport works on National Airlines.

MACHINIST PHOTO

St. Louis—Pickets Robert Coombs, left, and Jack Korte, right, receive instructions from John Thompson, Jr., recording secretary for IAM Lodge 949. They picket Trans World Airlines at Lambert Memorial Airport.

LABOR TRIBUNE PHOTO



Chicago, Ill.—The coffee urn at Lodge 1487 strike headquarters brews all day long. Strikers Georgie Mae Sykes and Terese Zienty, (l to r) serve Bobbie Cundiff and Allen Alexander.



Quote for the Week

Compulsory arbitration is compulsory servitude.

—Trade Union Epigrams, published by the AFL, 1904

Editorial

Here's why

When people ask you why the airline strike has dragged into its third week, tell them about the President's Council of Economic Advisers. As much as anyone, the Economic Advisers are responsible for the length of this strike.

Their position was emphasized a few days ago when the Council's chairman, Gardner Ackley, denounced a 5 per cent increase in the price of molybdenum, a rare heat-resisting metal necessary to the manufacture of supersonic aircraft.

The two principal corporations that produce molybdenum promptly rolled back the price.

Government officials talked to newspapermen about the effect it would have on the nation's striking airline employees.

Once again, it is crystal-clear that the economists at the White House put wage rates in the same pigeonhole with the price of a pound of metal or ton of coal.

The concept that labor is a commodity goes way back. Because of it, labor unions were outlawed during the 19th century. In 1914 President Wilson signed the Clayton Anti-Trust Act specifically exempting labor from the anti-trust laws because, as President Wilson said:

"Labor is no longer to be regarded as if it were merely an inanimate object of commerce disconnected with the fortunes and happiness of a living human to be dealt with as an object of sale and barter."

Every wage earner, every worker, every union member who is human, who thinks his family is entitled to the same human considerations as other Americans, resents and rejects the concept that his labor is no different from the price commodities.

The Railway Labor Executives' Association stated it clearly last week in their resolution of support for the strikers. They said:

"Wages should be treated like other personal incomes—salaries, fees, commissions and dividends, and not like the price of an inanimate commodity like steel or molybdenum."

There has been no effort by the President's Council of Economic Advisers—or anyone else—to limit salary increases to management, to limit increases in doctors' or dentists' fees or lawyers' fees, or salesmen's commissions or corporation dividends.

In our opinion, the effort to curb wage increases without also curbing incomes of other Americans amounts to class discrimination. It is both unfair and un-American.

Needless to say, the management on the airlines is taking full advantage of the situation. That is the real reason this airline strike has continued for so long.



Pound of flesh



Live a Little Longer

Why take a vacation?

By Dr. William A. Sawyer

A vacation once a year is both good medicine and good insurance. A vacation, to be beneficial, depends upon your temperament.

Some want to get out and do things and see places; others are dog-tired and want to rest and get away from it all. Some need activity. Others want to curl up and sleep. I asked a hard-working doctor friend of mine recently what kind of vacations he took. He smiled, with a twinkle in his eye, and said he knew just the quiet place to hang a hammock and be downright lazy. That was his cup of tea. No travel.

First of all find out what you need. Then build your plans around it. Some say they can't afford a vacation. Better to look upon it as an investment. The right kind can return dividends. As we grow older, most of us need relaxation more than activity. Much depends upon the job you have.

There are ways of getting a rest, having some fun, seeing new spots, without spending much money.

Backyard vacation

I once heard a man describe how he and his family had a whale of a good vacation in their own community at very little expense.

This family would pack a picnic lunch each morning, take a bus or drive to some nearby park and give the children a chance to play and explore the open spaces. Some days they'd go to a stream or lake and fish or swim. On rainy days, visits to museums were surprisingly interesting.

This man who vacationed in his own community said afterwards that in many ways it was the best and most peaceful vacation he'd ever had. They had a comfortable bed to sleep in each night.

His wife, too, said it was less demanding on her, as everyone helped and made fun out of the trips.

Of course it depends some on your community. With imagination and ingenuity you can take day trips to various points nearby and learn some things you didn't know before.

The principal thing in any vacation is to relax a couple of hours each day. Your machinery needs the kind of quiet and rest you do not get ordinarily.

If you don't want to stay at home, and like to drive, never fail to stop occasionally at some pleasant quiet spot, stretch out on the grass, shut your eyes and relax. It's so good for the strain and tension of life.

On the road

A good rule when driving long distances is to stop every two hours, get out, limber up your muscles by walking back and forth a few minutes. It helps avoid fatigue.

If you are going on a trip, there are certain hazards of vacation freedom that may spoil your fun. First of all, avoid too much sun the first days out. You've heard of this many times of course. It pays to heed it. More serious is being laid low by "Tourists Disease," better known as upset stomach and bowels from food poisoning.

Eating at snack bars and restaurants, only in operation for the summer, may be the source of trouble. Choose neatness and cleanliness.

Is a vacation worthwhile? Surely.

Dr. Sawyer cannot answer individual correspondence. Within the limits of space, he will discuss in his column problems suggested by readers. Write: Dr. William A. Sawyer, 909 Machinists Building, Washington, D.C. 20036.

SHOP SHAVINGS

The deep-sea diver had scarcely gotten to the bottom when he got a message from above: "Come up quick—the ship is sinking."

Old postmasters never die—they just lose their zip.

"Doctor," said the patient, "remember that you prescribed golf to take my mind off my work."

"Well, doctor, can you prescribe something to get it back again?"

This week's health column if you increase your amount of sleep from 42 minutes per hour to 1 1/2 hours per hour.

The Machinist
The official weekly newspaper of the
International Association of Machinists and Aerospace Workers
Machinists Building, 1300 Connecticut Ave., Washington, D.C. 20004

Gordon H. Cole, Editor
Associates: Jane Stokes, Henry Lowenstein,
Dean Roth, Richard J. Collier, Robert J. Kalouski
Art Editor: Richard F. Richardson

Published weekly except for the weeks of New Year's, Independence Day, Thanksgiving, and Christmas. Mailed to every member of the International Association of Machinists in accordance with convention and referendum action. Subscription price to non-members \$3 per year. Back copies 10 cents each.
Affiliated with AFL-CIO and CLC

IN AN AGE OF AUTOMATION, LEARNING IS EARNING

Are Parking Lots Responsible?

Read Family Lawyer, page 9



The Machinist



Published by International Association of Machinists and Aerospace Workers

VOL. XXI

WASHINGTON, D.C. 20036 AUGUST 4, 1966

Copyright 1966
by The Machinist

NUMBER 22

Union at Work

Job openings

Experienced brewery machinists are needed in Detroit, Mich. Howard L. Copeland, union representative for IAM District 60, reports that the rate is \$4.70 an hour plus union benefits.

Members interested in obtaining more information should call or write Copeland at IAM District 60, 2441 W. Grand Blvd., Detroit, Mich. Please include your lodge number.

Rhode Island

Journeyman machinists and semi-skilled tradesmen at the U.S. Naval Air Station, Quonset Point, R.I., have picked the IAM to represent them in collective bargaining under the provisions of Executive Order 10988.

Peter Petrone, union representative for IAM District 44, reports that the results of a recent representation election showed 73 votes for the IAM; 28 for the National Association of Government Employees; 9 for the American Federation of Government Employees; and 9 for no union.

Petrone was assisted in the campaign by officers and stewards of Lodge 616, Warwick, R.I.

Canada

IAM members working at West Coast Freight Ltd., Nanaimo, B.C., have won wage increases of 60 cents an hour in a recently negotiated three-year contract.

J. B. Trodden, union representative for IAM Lodge 1857, reports that members recently received a 20 cent raise, retroactive to May 1. They will receive two more 20 cent raises on May 1, 1967 and 1968.

The agreement provides for \$3.05 an hour for partsmen, and \$3.18 for auto mechanics.

The pact includes a health and welfare plan including dependents. It is paid for jointly by the company and the employees.

Mississippi

David Porter, an IAM member at the Emhart Corp., Clarksdale, Miss., finally has been paid for time spent re-working defective production.

Grand Lodge Rep. W. D. Christy reports that IAM Lodge 2008 successfully arbitrated Porter's grievance protesting the denial of pay for the re-work time. The arbitrator found that the defects in Porter's production had not been his fault. So, even though he had been paid the piece rate for the original work, he was entitled to pay at the day rate for time spent eliminating the defects.



UPI PHOTO

President Johnson, on national television, announced settlement of the airline strike from the White House. With him, l to r, were William J. Curtin, chief management negotiator; Assistant Labor Secretary James Reynolds; and IAM President Roy Siemiller.

Airline Settlement Won Despite the Politicians

The nation's biggest airline strike was still solid as it entered its fourth week. United, TWA, Eastern, Northwest and National were still grounded.

Despite mounting tension and some hysteria, Congress had refused Sen. Wayne Morse's resolutions to use the force of government to break the strike and order 35,400 airline employees back to work on management's terms.

Then, and only then, did management negotiators get down to business at the bargaining table. The long stall ended suddenly.

President Johnson moved at the psychological moment, calling negotiators to the White House where he asked them to go across the alley to the Executive Offices building to the suite he had used as Vice President and "see what you can do."

13-Hour Session

The tentative settlement was announced 13 hours later in the White House television studio. Terms were withheld until the membership had a chance to vote. Meetings were set up for last Sunday.

IAM President Roy Siemiller, who led union negotiations in the last week of the strike, appeared with President Johnson and the chief management negotiators. Mr. Siemiller reported that union negotiators were recommending that the settlement be ratified.

That is where matters stood as this issue of

THE MACHINIST went to press. A full report on the membership vote and on terms of the settlement will appear in the next issue of THE MACHINIST.

Serious negotiations had been delayed a full week while Senator Morse tried vainly to win support for his resolutions to break the strike.

The Oregon Senator had been denouncing the strike almost daily in the Senate (see page 4). As the strike entered its third week, he introduced a resolution calling for Govern-

32 U.S. Senators Decry Airline Strike

During the past three weeks, 32 U.S. Senators denounced the airline strike in speeches on the Senate floor or by inserting in the Congressional Record critical statements from others. Their chief concerns were the personal and business delays and inconveniences resulting from the strike. These Senators expressed no concern over the equity of the strikers' cause.

Allott (R), Colo.
BarUett (D), Alaska
Bayh (D), Ind.
Bennett (R), Utah
Brewster (D), Md.
Byrd (D), West Va.
Cannon (D), Nev.
Carlson (R), Kan.
Church (D), Idaho
Cooper (R), Ky.
Dirksen (R), Ill.
Dominick (R), Colo.
Fong (R), Hawaii
Griffin (R), Mich.
Gruening (D), Alaska
Holland (D), Fla.

Javits (R), N.Y.
Kuchel (R), Calif.
Lausche (D), Ohio
Long (D), Missouri
Morse (D), Ore.
Moss (D), Utah
Mundt (R), S. Dak.
Pearson (R), Kan.
Randolph (D), W. Va.
Robertson (D), W. Va.
Scott (R), Pa.
Smathers (D), Fla.
Symington (D), Mo.
Tower (R), Tex.
Tydings (D), Md.
Williams (R), Del.

ment seizure of the airlines and their operation by a court-appointed receiver for two years or until the dispute should be settled. Negotiations immediately froze.

The seizure proposal proved unpopular with both industry and the White House.

Then the Senator tried a new resolution to amend the Railway Labor Act to reinstate the cooling off period and extend it for another six months. Mediation would continue by a special board. If no settlement was reached at the end of 180 days, the President was asked to recommend further action—presumably compulsory arbitration.

The Senator's resolution justified the strike-breaking on grounds that a national emergency had been created by the strike.

However, some members of the Senate Labor Committee including Sen. Edward M. Kennedy of Massachusetts asked for hearings to determine, as Columnist John Herling described it, whether it was a national emergency or a national nuisance.

For seven hours, the full Senate Labor Committee with every member in attendance questioned witnesses.

Wirtz Testimony

First, Secretary of Labor Wirtz testified that since the strike began he had received over 2,000 telegrams and letters. All express concern over this dispute.

The Secretary reported that essential cargo

(Continued on page 3)



Morse

Hell hath no fury like Wayne Morse scorned

The question has been asked a thousand times these past few weeks: What has happened to Wayne Morse?

The Senator from Oregon has been one of labor's heroes. With only the late Sen. William Langer of North Dakota beside him, he defied the steamroller that stamped the anti-union Landrum-Griffin bill into the law books.

In his 20 years in the U.S. Senate he has had scarcely a wrong vote in THE MACHINIST'S annual report card on Congress.

Last week, it was a new Wayne Morse who goaded the Senate, trying to ram through an emergency resolution to break the solid airline strike.

Last month, Senator Morse chaired the Presidential Emergency Board that recommended an unacceptable settlement of that dispute. When airline employees struck, rather than accept the Morse Board recommendations, he tried to declare a national emergency and force union members to accept his terms.

Five o'clock shadow

Since the strike started, Morse has risen in the Senate almost daily to denounce the union and the strikers and anyone who supported them. He has revived a technique he once used on behalf of Oregon's sheep raisers to break price control on wool. In the years after World War II, he became famous as the Senate's "5 o'clock shadow" for his late-afternoon speeches denouncing the Office of Price Administration.

Old timers report that in his bitterest moments he never treated the old OPA to such a bombardment of intemperate invective and insult as he has heaped on the airline strikers and their union officers.

Morse began by calling the union leaders unpatriotic, charging them with failing to carry out their responsibilities to the troops in Vietnam. He has repeated the charge on

several occasions despite the fact that Department of Defense officials were praising the union for continuing to service military flights without interruption.

At last week's Senate hearing, Secretary Wirtz testified that air movement of materiel and military personnel had actually increased during the strike.

To Senator Morse, the strikers' failure to embrace his recommendations was "unconscionable," a "flagrant irresponsibility," an attempted "extortion."

One day on the Senate floor he described AFL-CIO President George Meany as one "who claims to be a labor leader."

Almost daily since the strike began, Morse has questioned the competence, the sincerity, the emotional and mental stability of union negotiators.

It was Senator Morse, not the President or the Department of Defense who decided that the airline strike had created a national emergency. Their testimony to the contrary did not influence him.

In the Senator's opinion, any settlement including a cost-of-living clause, hospital coverage for dependents, a company-paid pension plan, or a 10-cent premium for airline mechanics when they are using their Federal licenses would "lead the country over the brink into the bottomless pit of economic inflation."

In the last hysterical hours before the Senate Committee blocked his resolution, Morse was charging that the union proposals would destroy the value of the dollar.

The metamorphosis

Those who probe for reasons why Senator Morse switched from labor's champion to strikebreaker say that the change has been coming on gradually for several years.

In foreign affairs, Senator Morse has been

moving steadily away from the AFL-CIO position.

Morse has become an implacable critic of the U.S. foreign aid program which the Government has used to encourage and strengthen resistance to Communist aggression. Morse even left last week's Senate hearing on his own resolution to vote against the Administration's foreign aid program.

The AFL-CIO has always supported the foreign aid program.

The aggressive dove

On Vietnam, Senator Morse has been the most aggressive of the Senate doves, attacking U.S. military involvement in Southeast Asia. He has insisted that the job be done by the United Nations although the Hanoi government has spurned every effort of the UN to intervene.

The AFL-CIO, including the Machinists, has been outspoken in support of the President's policies of halting Communist aggression in Southeast Asia and elsewhere.

Coincidentally, two other Senate doves, Bartlett of Alaska and Church of Idaho, entered material in the *Congressional Record* denouncing the airline strike.

Labor's most serious break with Senator Morse happened last month in the Oregon Senate primary. Morse hand picked Howard Morgan, former member of the Federal Power Commission, for the Democratic nomination. The AFL-CIO and the IAM backed Rep. Robert B. Duncan. Morgan—and Morse—were defeated.

Here too, the big issue was Vietnam, Duncan supporting the President, Morgan supporting Morse.

Labor already misses Senator Morse's able support. To his adversaries, the Oregon Senator has always been implacable and ferocious.

One thing is clear, Senator Morse has won himself a whole new set of friends.



Meany

Airline strikers' cause won labor's solid support

A rising chorus of trade union support for striking airline workers was making itself heard last week.

Emphatic statements of support for the striking IAM members have been issued by AFL-CIO President George Meany, the AFL-CIO's Industrial Union Department, the Railway Labor Executives Association and the United Steelworkers of America.

Mr. Meany called the strike-breaking proposal advanced by U.S. Sen. Wayne Morse "a deterrent to free collective bargaining." He added that "every minute the Congress spends on this ill-advised proposal keeps the parties from honest negotiations, the only sound method for resolving this dispute."

He also labeled as "ill conceived" a similar proposal by U.S. Senator Everett Dirksen of Illinois.

"More than the rights of just one union or one group of workers is involved here," Mr. Meany declared. "A hasty legislative short-cut, devised under pressure in an atmosphere of political expedience, would constitute a blow against all free workers and the institution of free collective bargaining."

Then, in an address to the 33rd convention of the American Newspaper Guild at Washington, D.C., Mr. Meany said:

"I get somewhat upset by politicians who pay lip service to the idea of a free society, who talk about free collective bargaining as if

it were something sacred, and then when free collective bargaining, in its very normal natural process results in a strike, they think that a strike is something sinful."

Mr. Meany reminded the newsmen that the airlines "were set up in business by the American people. They were subsidized by Uncle Sam, by the federal government, or there wouldn't be any American airlines system in this country. Every single one of them received tax money in order to go into business."

On the attempts by Congress to involve itself in the strike, Mr. Meany asked:

"What does this add up to? It adds up to something, I think, meaningful for the trade union movement. It means that we still have to fight. It means that despite all the changes, all the differences that have come about in the American economic picture . . . that we are still dealing with human beings and that we are still faced with the selfish idea of people in power—financial or economic power."

Jack Conway, executive director of the AFL-CIO Industrial Union Department, said:

"We are concerned about federal intervention into the collective bargaining process both because of the implication this intrusion has concerning democracy and because, from a realistic standpoint, it can only result in delaying a fair settlement of the dispute."

The RLEA, representing major railroad

labor organizations, announced its "wholehearted support of the strike . . ."

"After examining the facts and inequities," the RLEA statement said, "we are convinced that the strikers have complied with every provision of the law and are conducting a legal and orderly strike. They have the right to strike. We commend their trade union discipline in exercising that right."

The executive board of the United Steelworkers, meeting in Pittsburgh, adopted a unanimous statement of support.

At the same time, the Steelworkers board said it "opposes any governmental action that would force the workers back to work under conditions and wages they are legally seeking to change under our free collective bargaining system. Such action would constitute a one-sided step favorable to management since it would tie workers to old conditions in terms while encouraging management to refrain from realistic collective bargaining."

The statement of the Steelworkers noted that the five struck airlines netted \$200 million last year, doubling their profits of the previous year.

"The proposal of the union would add less than 2 per cent to the cost of operations of the airlines and would not necessitate a fare increase," the union said.



"Can we expect to continue free collective bargaining in any price situation when the burden of stability is said to rest on a single settlement . . . or are we going to have the unions in this country bargaining with government?"

Senator Edward Kennedy of Mass., at the 33rd convention of the American Newspaper Guild, Washington, D.C.

The base pay of a heavy duty mechanic, who must be licensed to service aircraft and certify his work, is \$3.52 an hour compared to roughly \$4.75 for a mechanic repairing a garbage truck in New York City.

There are other and more substantial points to validate the demands of the Machinists Union for more pay, for which 35,000 airline machinists are striking.

Edward P. Morgan, ABC newscaster

. . . The mechanics, in whose skilled hands rests the safety of flying equipment running so many millions of passenger miles, have been earning far less than their neighbors in the same field.

The rank and file wants more money—and it wants it now.

—Victor Riesel,

Syndicated news columnist

"Although Senators Mansfield and Dirksen, Democratic and Republican leaders in the Senate, proclaim the strike is a 'national emergency', this is nonsense by any normal measurement of national emergency. When the 'national emergency' concept was discussed prior to enactment of the Taft-Hartley Law, sharp distinction was drawn between massive inconvenience and a national emergency."

John Herling, syndicated newspaper columnist

My sympathy lies with our mechanics and the warm spot in my heart for aircraft mechanics has been there through my flying career from the crew chief that maintained my bomber in World War II right up to the present line mechanic that cheerfully mounts a "cherry picker" in a sub-freezing blizzard to be sure that the aircraft is safe for me and our passengers.

I would like to see them share more fully in the rewards of increased productivity and profits.

Capt W. T. Humbles, a TWA pilot

All the airline mechanics are asking for is a wage so that we will be able to hold our heads up as high as our neighbors.

David Govang,

Letter to the editor San Jose, Calif., Mercury

" . . . I felt it was an error for the President to appoint a Member of Congress to that emergency board who might be a spokesman for a bill on the subject. There would be a suspicion, when this was done, that there existed a conflict of interest between one who was appointed as an impartial member and one who served as a lawmaker of the Nation.

"The legislation proposed is very drastic."
Senator Jack H. Miller of Iowa, in the U. S. Senate

Univac writes 35,000 strike checks

Under the watchful eye of General Secretary-Treasurer Matthew DeMore, Univac III, the Grand Lodge computer, made out almost 35,000 benefit checks for union members on strike against the airlines. Last week's payments came to \$875,000, Mr. DeMore reported.

The checks, made out to individual strikers, have been mailed to IAM local lodges to be distributed by financial officers. The computer verified the eligibility of strikers, arranged the list alphabetically for each lodge, printed the striker's name on the check. The total process was completed in one eight-hour day. Without the computer, it would have taken a week.

Under the IAM constitution, the \$25 strike benefit is paid to union members in a sanctioned strike. The striker must have been a member for six months. Payments begin with the third week of the strike. The IAM strike fund is financed by a regular monthly payment of 50 cents from each member's dues.

ANKERS PHOTO



Siemiller to Senate Committee: Right to strike basic to freedom

Here in full is IAM President Roy Siemiller's testimony last week before the Senate Labor and Public Welfare Committee on the Morse Resolution to break the airline strike.

I welcome your invitation to appear before you to present the viewpoint of the strikers who are, in part, responsible for the grounding of the five airlines. In great part, of course, the responsibility rests with management.

May I start by saying that this is a legal strike for legitimate economic objectives. It is also a peaceful and orderly strike. We are proud of the trade union discipline of our members.

It is our understanding that this hearing is for the sole purpose of determining whether in fact a national emergency exists.

The Joint Resolution states that this labor dispute threatens "essential transportation services of the nation; that it is essential to the national interest, including the national health, safety and defense, that essential transportation services be maintained. . . ."

The truth is that in some instances air transportation to certain cities has been curtailed. But the fact remains that no city has been cut off from air transportation.

Further, the newspapers report that there are "no shows" and empty seats on the carriers that are presently servicing the public in this country.

In the United States today there are 11 trunk carriers of which only five are on strike; six are still operating.

There are 13 local or feeder lines which service every city in the United States which the struck carriers normally service. In addition to the airlines still flying, there are 3 all-cargo domestic carriers still operating as well as 4 helicopter carriers, 7 intra-Alaska carriers and 2 intra-Hawaiian carriers.

Finally, general aviation including the huge fleet of corporate executive planes has not been hampered by the strike.

Obstacles to travel

In discussing the obstacles to travel, I think it important that we understand the magnitude of air transportation today in proportion to other modes of transportation. According to the best government and non-government figures Americans logged a total of 878 billion, 400 million passenger miles in 1965. Of this total, 89.5 percent was by automobile; 2.6 percent by bus; 2 percent by railroad, and only 5.9 percent by domestic air carriers.

This particular dispute has grounded 61 percent of the Nation's major airline service. Putting things into perspective nearly 97 percent of all intercity passenger travel is not affected by this dispute. Conversely, only 3 percent of all inter-city passenger travel has been affected by the strike.

Some major carriers not involved in this dispute have advertised publicly that seats are available on flights to cities which they service. I have attached hereto three of these advertisements—one involving Braniff which was taken from the July 20th issue of the Kansas City

Times, another involving Delta which was taken from the July 23rd St. Louis Dispatch, the third involves American Airlines taken from the New York Times dated July 26, 1966. Other advertisements have appeared in other newspapers and on the radio, notifying the public that seats are available on other airlines.

We know of no situation where the health of this nation or any single community in it has been endangered by this strike.

Military flights

Nor is national defense imperiled by this strike. Contracts between the struck carriers and the Military Airlift Command are still in effect. All MAC flights are still being serviced. In addition, 177 charter flights carrying more than 15,000 military personnel were serviced between July 9 and July 25. These flights are chartered by the Department of Defense under its Civil Air movement program.

I am offering an example of the Notice which the Department of Defense submits to the Department of Labor which, in turn, refers it to our union. This Notice sets forth the time of departure and arrival of these flights, and accordingly, we supply the necessary mechanics and service personnel to handle and service these aircraft.

Notwithstanding our willingness to cooperate in the servicing of all military flights it is important to note that Northwest Airlines has not requested its employees to service these aircraft.

We do not believe that the facts warrant any finding that this strike has imperiled the national health or safety. On the contrary, we are fearful that if this Resolution should be enacted, the welfare of the United States and its heritage of freedom will, in fact be impaired.

We do not believe that the right to strike can be recognized only in cases where a strike is ineffective or

where no one will be inconvenienced. We sincerely regret the fact that this strike has intruded into the lives of some of our fellow Americans. We ask their understanding and their patience. Freedom is never as orderly as other systems. Under other circumstances, it might be possible for the Government to suppress this strike and to force airline employees back to work against their will. In another age, a great dictator became famous for making the Italian railroads run on time. I doubt that is a system many Americans would care to live under.

Yet, this resolution, in my opinion, is symptomatic of an unhealthy concept of freedom. We believe that the right to strike is basic to western freedom. The right to withhold one's services in support of what a man considers to be a fair and equitable settlement is a right inherent to our position in the entire western world.

In my mind, this is the right we are hoping the people of Asia will some day enjoy. We think the basic issues here in this airline strike and the basic issues in South-east Asia are identical.

Responsibility

In closing, may I say that I understand the responsibility which rests on your shoulders for the strength and welfare of our nation. We share your concern.

If and when conditions require drastic action for economic stability, we stand ready and eager to cooperate—as we have in three earlier wars. However, I plead with you to realize that any stabilization plan which seeks to control personal income must be fair: it must apply equally to all forms of personal income—including salaries, commissions, bonuses and dividends as well as wage rates. To single out wage rates for control when other forms of personal income are uncontrolled is discriminatory.

I am confident that if this Resolution is rejected, these five air carriers will return to the bargaining table and a settlement will be possible.

Airline settlement won

(Continued from page 1)

was moving by air, though some delay was being experienced. There was less accumulation of cargo at the docks than the airlines had anticipated.

In a strike of short duration not involving all domestic airlines, he said, the remaining non-struck lines and other modes of transportation picked up a substantial portion of the passenger and cargo traffic.

He concluded: "It is clear that the strike may not yet pose a basic threat to the entire economy."

Management contested the Secretary's objective report on the nation's ability to survive a five-airline strike.

Mr. Siemiller, testifying for the union, explained that 97 per cent of the nation's transportation facilities were still operating, only 3 per cent tied up by the strike—hardly a national emergency. He also warned against tampering with the right to strike (see above). Senator

Morse met the problem by amending his resolution so that the strike could be broken even though no national emergency existed. He changed the language of his resolution to require a showing only that there had been a substantial interruption of transportation in any section of the country.

Secretary Wirtz had asked that the parties be given further time to negotiate. This the Senate Committee rejected by a 10 to 5 vote. With Senators Yarborough of Texas, Pell of Rhode Island, Williams of New Jersey, Kennedy of Massachusetts and Nelson of Wisconsin voting for that proposal.

Instead, the majority led by Sen. Jacob Javits of New York voted to request the President to enter the dispute and then adjourned for the weekend.

The proposed settlement came a few hours later.

The politicians had proved again the need for labor's political action (see page 12).



The Machinist



Published by International Association of Machinists and Aerospace Workers

VOL. XXI



WASHINGTON, D.C. 20036 AUGUST 11, 1966

Copyright 1966
By The Machinist

NUMBER 23

'66 Airline Profits Hit New Record

This year's profits of the five struck airlines are soaring far above last year's record-breaking earnings.

Last year the five piled up nearly \$200,000,000 over the 12 months, double their 1964 profits.

Last week Eastern and Trans World Airlines reported 1966 profits up 28.3 and 22.2 per cent, respectively over the first half of 1965, according to the *New York Times*.

The *Times* said Eastern reported it earned after-tax profits this year of \$19,363,000 plus a \$6,945,000 reserve for future Federal income taxes, a total of \$26,308,000. Last year's profits in the same period were \$20,500,000, with no reserve for future taxes.

Trans World's six-month profits totaled \$19,008,000—up 22.2 per cent over the \$15,550,000 earned in the same period last year, the *Times* reported.

Suggestion to Senate

During the U.S. Senate debate last week on strikebreaking legislation, IAM President Roy Siemiller sent this telegram to all Senators:

"Before any vote is taken on breaking airline strike, suggest you check today's newspapers for six-month profit report by Trans World Airlines.

"TWA profits have jumped 22 per cent over 1965. Other struck airlines are holding back profit statements. Suggest also that Senate investigate whether airlines can afford to increase their offer and get this strike settled now."

Because the six-month figures had not been reported by all five lines, THE MACHINIST obtained their five-month profit totals for both 1966 and 1965 from the Civil Aeronautics Board. Here they are:

1966 Airline Profits

	Jan.-May, 1966	Jan.-May, 1965	% Gain or Loss
United	\$13,518,501	\$ 6,920,000	+95.3
Northwest	21,331,917	13,762,705	+55.0
National	11,324,930	8,582,182	+31.9
Trans World	8,401,961	7,466,124	+12.5
Eastern	17,025,945	18,385,608	- 7.4
Total	71,603,254	55,116,619	+29.9

On the basis of these five-month totals, United and Northwest lead with profit increases of 95 and 55 per cent respectively over last year in the same period.

30% Average Increase

Overall, for the five, the profit increase averages nearly 30 per cent as compared to the 4.2 per cent a year increase that the airlines offered the striking IAM members. The 4.2 per cent a year figure is the Government's estimate of the cost of the package.

The *Wall Street Journal* last week took note of the five lines' delay in reporting their half year profit figures, pointing out that last year all five had reported by Aug. 2, some much earlier. The *Journal* said that some members of Congress were interested in getting the figures in connection with the strike breaking legislation under consideration.



ANKERN PHOTO

Siemiller Warns

Back-to-Work Bill Poses New Problems

IAM President Roy Siemiller stood on the picket line at Washington's National Airport last week as the airline strike began its fifth week. With CBS Reporter Daniel Schorr, he discussed the new set of problems that would be created for the airlines if Congress forced 35,400 airline strikers back to work.

Answering Schorr's questions in front of United's DCA Hangar No. 4, the IAM President explained what the pickets quickly confirmed. If Congress does break the strike by legislation, several things will happen:

1. Some union members will quit for better paying jobs in other industries.
2. Union members who return to work will be extra careful in everything they do, for they will not want to shoulder the blame for any accidents that might happen after the strike. Extra care takes time.

3. After so many weeks on the picket lines, union members will be tired at the end of eight hours. In many instances, they will not want to work overtime.

Mr. Siemiller reassured his TV audience that everything union mechanics do will be done right. Every plane that flies will be carefully serviced. The mechanics will have to be extra cautious.

He doubted that the morale of the strikers would be very high for a long time to come, explaining: "Men don't like to be forced to work against their will, at wages and conditions they feel are unjust and unfair."

The IAM President suggested that in the long run, the carriers' use of the politicians to break the strike might cost them more than it saves.

For a full report on the fourth week of the airline strike, see page 3.

Every day the lives of 250,000 travelers depend on the skill of airline employees.

The politics of strikebreaking

The U.S. Senate has voted to curtail the right to strike, a basic American freedom for most of the 20th Century. The vote was 54 to 33.

How the House of Representatives will respond was uncertain as this issue of THE MACHINIST went to press.

The Senate's action last week was directed immediately at 35,400 airline employees who for almost five weeks have stopped work in an effort to persuade five airline corporations to share a little of their abundant profits (see page 1).

The Senate's action would suspend the right of airline employees to strike for at least six months—if President Johnson appoints a new board to try again to mediate with the carriers.

But beyond the immediate strike, the Senate resolution sets in motion machinery to re-examine the right to strike in other industries. One of its provisions directs the Secretary of Labor to report to Congress by Jan. 15—after the November elections—on ways to tighten the so-called emergency provisions of the Railway Labor Act and the Taft-Hartley Act.

That the Senators understood the implications of their action was clear by warnings from Sen. Wayne Morse of Oregon and Sen. Joseph S. Clark of Pennsylvania that their actions would be labeled "strike breaking."

Debate

The Senate debated for three days before acting. It rejected, 81 to 6, a motion by Sen. Frank Lausche of Ohio to settle the dispute by compulsory arbitration.

Next day, Sen. Winston L. Prouty of Vermont moved to suspend consideration for six days to give the negotiators another chance to settle the dispute. That was defeated 66 to 21 after Sen. Everett M. Dirksen of Illinois told the Senators that delay in breaking the strike would tell the country that "we have no guts . . . no courage . . . all we can do is show the white feather when controversy is involved."

The Illinois Senator said the

idea that the resolution was strike-breaking was "sheer nonsense." (For comments of other Senators, see page 12.)

No one else thought it was "nonsense," however. For a week, the President and Senators had tossed the hot potato back and forth, each wanting the other to take the responsibility.

The Administration kept making it clear that it wasn't asking for legislation but did not oppose it. Senator Morse finally found the compromise by which both could become strikebreakers—the Congress by ordering the strikers back to work for 30 days and the President by continuing the strike ban for another five months if he appoints a board of mediation.

Meany wire

AFL-CIO President George Meany had made it abundantly clear that the labor movement would consider any action by the Senators to break a legal strike strikebreaking. He sent every Senator the following telegram:

"The AFL-CIO is unalterably opposed to any legislative measure forcing free men to work against their will for the profit of private investors. The bills now proposed in the Senate would punish free workers for exercising their rights under present law. No national emergency faces the United States. No evidence of any delay in moving national defense material has been offered.

"A vote for any such proposal can only be considered as anti-labor in character and a retaliation against the machinists who acted as free men have every right to act. I urge you to vote against any punitive measure and allow the parties to end this perfectly legal strike in a legal manner through the negotiations of an acceptable agreement."

The entire labor movement stands behind the airline strikers. One union, the Communications Workers of America with their own negotiations upcoming, bought full page ads in the New York Times and the Washington Post to urge Congress to go slow (see page 8).

Here is how the Senate voted:

FOR breaking airline strike—54

Alabama Sparkman (D)	Idaho Church (D)	Nebraska Curtis (R)	Oklahoma Harris (D)
Arizona Fannin (R)	Illinois Dirksen (R)	Nevada Bible (D)	Oregon Morse (D)
Arkansas McClellan (D)	Iowa Hickenlooper (R)	California Cannon (D)	S. Carolina Russell (D)
California Kuchel (R)	Kansas Carlson (R)	New Hampshire McIntyre (D)	South Dakota Mundt (R)
Colorado Murray (R)	Kentucky Pearson (R)	New Mexico Anderson (D)	Texas Tower (R)
Connecticut Aloft (R)	Louisiana Cooper (R)	Montana Montoya (D)	Virginia Yarborough (D)
Delaware Williams (R)	Maryland Torloni (R)	New York Javits (R)	Washington Robertson (D)
Florida Holland (D)	Massachusetts Tydings (D)	N. Carolina Ervin (D)	West Virginia Byrd (D)
Georgia Smathers (D)	Michigan Saltonstall (R)	Ohio Jordan (D)	Wyoming Randolph (D)
Hawaii Russell (D)	Minnesota Griffin (R)	Dakota Young (R)	Wyoming Simpson (R)
Idaho Talmadge (D)	Mississippi Stennis (D)	Ohio Lausche (D)	
Illinois Long (R)	Missouri Lone (D)	Oregon Young (D)	
Indiana Foy (D)	Montana Symington (D)	Utah Young (D)	
Iowa Poff (D)	Nebraska Hill (D)	Ala.: Bennett (R)	

AGAINST breaking airline strike—33

Alaska Bartlett (D)	Maine Muskie (D)	New Jersey Case (R)	Tennessee Gore (D)
Arizona Gruening (D)	Massachusetts Smith (R)	New York Williams (D)	Vermont Vernon (R)
Arkansas Kibicki (D)	Michigan Mikoyan (D)	N. Dakota Kennedy (D)	Washington Aiken (R)
California Rohrabacher (R)	Minnesota Hart (D)	Ohio Burdick (O)	Washington Prouty (R)
Colorado Boggs (R)	Mississippi McCarthy (D)	Oregon Neuberger (D)	Washington Jackson (D)
Connecticut Unnith (D)	Montana McCarthy (D)	Rhode Island Magnuson (D)	Wisconsin Nelson (D)
Delaware Douglas (D)	Nebraska Mondale (D)	South Dakota Pastore (D)	Wisconsin Nelson (D)
Florida Douglas (D)	Idaho Mansfield (D)	Texas Pell (D)	Wyoming Proxmire (D)
Georgia Bayh (D)	Louisiana Metcalf (D)	Utah Pell (D)	Wyoming ESS? (D)
Hawaii Hartke (D)	Nebraska New Hampshire Cotton (R)	McGovern (D)	
Idaho Poff (D)	Pa.: Miller (R)	Iowa McGovern (D)	

Nmt Voting—Ban (D), Tenn. Brewster (D), Md. Dodd (D), Conn. Eurland (D), Va. Kilender (D), L.: Fulbright (D), Ark.: Hayden (D), Ariz.: MOM (D), Utah; Scott (R), P.



1AM President Roy Siemiller at union headquarters announcing last week's vote rejecting the proposed airline settlement.

Airline terms, and why they were rejected

"The IAM is a union that not only preaches democracy, it also practices democracy."

With these words, IAM President Roy Siemiller stood before the TV cameras at union headquarters in Washington last week to announce that a clear majority of 35,400 striking airline employees had voted to reject the proposed settlement worked out at the White House two days earlier.

The proposed settlement had been recommended by the entire negotiating committee.

The vote in 60 local lodge meetings from Boston to Honolulu was 6,587 yes to 17,251 no.

Airlines proposal

Terms of the proposed settlement of the national issues would have provided improved wages and conditions on this schedule:

Jan. 1, 1966—5 per cent wage increase for all employees and all classifications (fully retroactive).

Jan. 1, 1967—One additional holiday (Good Friday); first progression step in each classification is eliminated; company will pay up to five cents an hour toward dependents' hospitalization; 4 weeks vacation for those with 15 years' service

July 1, 1967—5 per cent wage increase for all employees and all classifications; double-time and a half for all hours worked on a holiday; 5 cents an hour premium for all work by mechanics and higher aircraft line maintenance.

Jan. 1, 1968—3 weeks vacation for all employees with 8 years service, but less than 15 years (instead of 20), next to final progression step eliminated.

July 1, 1968—5 per cent wage increase.

Altogether the proposed settlement represented a package in excess of 70 cents. It would increase mechanics rate 56 cents an hour to \$4.08 in the third year.

The proposal represented four major gains over the earlier recommendations of the Presidential Emergency Board. More money in the second and third years; three weeks vacation after eight years (instead of 10); double time and a half for all work on holidays and the five-cent premium for flight line mechanics and above.

Some improvements on local issues were part of the proposal.

Although the settlement was not inflationary, newspapers attacked the settlement for breaking through the wage guidelines, some estimating that the proposed settlement more than doubled the 3.2 per cent limit.

Reasons for rejection

The vote to reject was decisive. Next day, the Senate began work on a strike-breaking resolution (see report elsewhere on this page). The carriers made no move to break the deadlock. As this issue of THE MACHINIST went to press the carriers were waiting to see what Congress would do.

Union members gave many reasons for their vote to reject the proposed settlement. Here are samples:

Pat Magarell, Lodge 1056, New York City:

"The people down here in Washington have got to face reality. The average working man has obligations to meet. You just can't tell him 3 2 per cent is all he can get, when the companies are making 200 per cent. He's got to feed his kids and put them in school and have a little left for some pleasure, too."

Lou Coppola, president, IAM Lodge 1776, Philadelphia: "The members would probably have bought the contract except for one thing. The fringe benefits wouldn't have gone into effect until 1967."

Benjamin Colley, shop steward, IAM Lodge 796, Washington, D.C.: "I voted against it because the offer doesn't give us anything for inflation."

Calvin Payne, president, Lodge 796, Washington, D.C.: "The members felt they just didn't get what they are entitled to. The fringe benefits don't even start until July of next year."

"The dropping of the escalator clause is another big issue. It's supposed to give pay with the increase in the cost-of-living and we have lost about 7 cents this year."

"Milk went up 2 cents a quart here two weeks ago and bread went up, too."

Jack Barry, IAM Lodge 1487, Chicago: "Anyone knows this wage package won't mean a thing if the prices on everything start jumping. A cost-of-living escalator is what we really want and what we knew the companies wouldn't give us."

Dave Schulte, president, IAM Lodge 1949, St. Louis, Mo.: "There were many things we were against, like the fact that many of the benefits proposed didn't start until next year. And like the failure to include a cost-of-living index."

"I was sort of hoping the companies would see we mean business this time. We're so far behind everybody else, all the other unions, that it is not funny. We've got to get a really good contract this time to catch up with the others."

Ray Cronin, Lodge 702, Miami, Fla.: "We rejected the proposal because the second and third wage increases didn't come quickly enough. Also we didn't get the cost-of-living escalator clause, a big issue with all the people here in Miami."

Ernie Galarza, IAM Lodge 1781, San Francisco: "There was not enough increase in take home pay to bring us up anywhere near the level of the auto mechanics in the area."

Dewey lost; now we know how the 'Chicago Tribune' felt

Last week's issue of THE MACHINIST has a lead-in to become a collector's item. Our Page One headline ranks alongside the Chicago Tribune's famous headline, "Dewey Elected," which appeared in November, 1948. Like the Tribune, THE MACHINIST went to press too early.

Our headline said, "Airline Settlement Won." The article which appeared beneath it correctly reported that the proposals had been submitted for a vote of the membership. No settlement is possible, of course, until the membership has ratified its terms.

In self defense, the editor can only say that the headline was written late at night, after hearing President Johnson announce the settlement. It sounded final.

Williams wins Michigan Senate nomination



Williams

With all-out labor support, former Gov. G. Mennen Williams of Michigan won the Democratic nomination for U.S. Senator last week. Williams swamped Mayor Jerome Cavanagh of Detroit and will oppose anti-union GOP Sen. Robert Griffin in the Nov. 8 general election.

Gov. George Romney appointed Griffin to the seat after the death of Sen. Patrick McNamara early this year. Zolton Ferency, state Democratic chairman, will oppose Romney. Both were unopposed in the primaries.

New Jersey bans lie detector tests

Gov. Richard Hughes of New Jersey recently signed into law a bill outlawing the use of lie detector tests by New Jersey employers. The state thus became the ninth to enact such a law.

The statute won by the New Jersey AFL-CIO forbids an employer to request or require an employee or a job applicant to take a polygraph test. Violators shall be punished by fines. The other eight states with such laws are Massachusetts, Rhode Island, Delaware, Maryland, Alaska, Washington, Oregon and California.

Wright runs for Iowa Senate



wright

State Rep Carroll L. Wright of Davenport, Iowa, union representative for IAM District 102, has been picked as the Democratic candidate for State Senator from the area.

In the Legislature the past two years, Wright was instrumental in winning a \$10 increase in unemployment benefits. He also was a leader in the drive to repeal Iowa's so-called "Right-to-Work" law. The measure sailed through the House but was narrowly defeated in the Senate.

Wright is campaigning to put the state's tax system on ability-to-pay basis. It now bears most heavily on small property owners and lower income families.

Idaho extremist defeats GOP moderate

The extremist upsurge in the West defeated Idaho's moderate Republican Governor, Robert Smylie, last week. Smylie was seeking renomination for a fourth term in the GOP primary. A foe of both Goldwaterism and the John Birch Society, he was decisively beaten by ultra-conservative State Sen. Don Samuelson.

Idaho observers see a difficult campaign ahead for former U S Rep Ralph Harding, a liberal Democrat, seeking to unseat U S Sen. Len Jordan, a conservative Republican. The same goes for U.S. Sen Lee Metcalf of Montana, a Democrat, who is being challenged by right-wing GOP Gov. Tim Babcock.



MACHINIST PHOTO

New York MNPL backs Congressman Wolff

U S Rep. Lester L. Wolff of New York receives pledges of support from representatives of the Machinists Non-Partisan Political League. At left is Sidney Fisher, treasurer of the MNPL of IAM District 15, New York City, and, right, Henry Kaltun, business manager for District 15.

Wolff is one of the 61 freshman Congressmen

electd in 1964 who have given strong support to liberal measures urged by labor, including repeal of Taft-Hartley Sec. 14(b). Wolff, from New York's Third District covering Nassau County, is one of the able Congressmen that the District 15 MNPL is aiding through its "Operation Friend" campaign.



Mr. Meany

Labor asks roll-back of high interest rates

The AFL-CIO has called on Congress to roll back interest rates to halt spiraling prices, particularly the cost of borrowing money to buy homes.

AFL-CIO President George Meany spelled out labor's concern in a letter to U.S. Rep. Wright Patman of Texas, chairman of the House Banking and Currency Committee.

Mr. Meany pointed to the "continuing upward spiral of interest rates which is boosting prices and depressing residential construction."

He noted that the only thing the Federal Reserve Board has done is to lower interest paid on smaller deposits while still permitting banks to pay high interest rates for big deposits.

The higher rates paid by commercial banks on these "certificates of deposit" have drained funds from savings and loan associations, the chief source of home mortgage money. Mr. Meany declared:

"In the past year the prime interest rate charged by commercial banks for blue-chip borrowers, has risen over 27 per cent. The practical result has been that the vast majority of consumers, businessmen and farmers, who pay more than the prime rate, now pay 6 per cent and more on loans."

The AFL-CIO president pointed out that whereas not long ago the average interest rate for conventional mortgages was 5 1/2 per cent, now it is 6 1/2 per cent and rising.

"A one-point rise," he noted, "on a 25-year, \$20,000 mortgage—the average conventional mortgage at present—adds more than \$3,600 in interest costs over those 25 years. For the vast majority

of American wage and salary earners, \$3,600 represents well over one-half a year's earnings."

Because of high interest rates, he said, new housing starts are 18 per cent below a year ago and at the lowest level since the spring of 1961.

Mr. Meany called on Congress to roll back interest rates by placing a 4 1/2 per cent ceiling on all types of time deposits. He also urged that the full force of the Federal Reserve Board and other Government financial agencies be used to stabilize the money and credit market.

He further asked that the business investment boom be curbed by repeal of the 7 per cent tax credit on purchase of new industrial equipment. This, he maintained, would make more loan money available to buy housing and home equipment.

Arnold Smith gives \$200, leads all MNPL contributors



Smith

Arnold Smith, union representative for IAM District 83, Franklin, Pa., is the top contributor to the Machinists Non-Partisan Political League's Campaign Fund, Don Ellinger national coordinator, reports. Smith has given \$200.

After an original contribution of \$25 he gave \$175 more at the recent convention of the Pennsylvania State Council of Machinists. Ellinger termed Smith's generosity "a substantial contribution to the cause of good government." The money will go to aid able candidates for Congress.

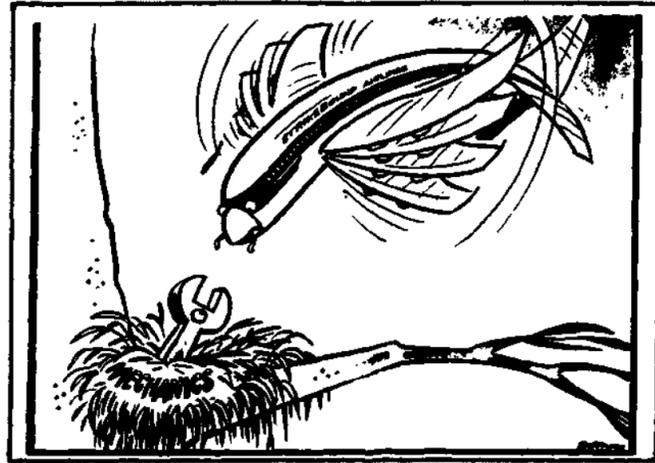
CARTOON COMMENT: Airline strike



LEPELLEY—CHRISTIAN SCIENCE MONITOR
"If man were meant to fly he'd have some kind of built-in mediation"



SEIBEL—RICHMOND, VA. TIMES DISPATCH
Stiff out of reach



BASTIAN—SAN FRANCISCO CHRONICLE
"Cheep! Cheep! Cheep!"

