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CHARLES DEAN OF ILWU LOCAL 19, PCPA

INTERVIEWEE: CHARLES DEAN

INTERVIEWERS: RON MAGDEN

SUBJECTS: SEATTLE; INTERNATIONAL BROTHERHOOD OF TEAMSTERS; 1971 STRIKE; DAVE BECK; DEVELOPMENT OF THE SEATTLE WATERFRONT; MECHANIZATION AND MODERNIZATION AGREEMENT; MARTIN JUGUM; WAYNE MOISIO

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CHARLES DEAN: You ask me the questions and I'll answer it, boss.

RON MAGDEN: Well, we'll start easy, we'll start where you were born and that kind of thing. We'll get that out of the way, and then get to the waterfront. Okay tell me when you were born?

CHARLES: Nineteen-forty, July the twenty-fourth.

RON: In Seattle?

CHARLES: Yes, in Seattle, at Providence Hospital.

RON: 1940.

CHARLES: Yes.

RON: Right at the edge of the war. Was your dad working on the waterfront then or [inaudible] _____?

CHARLES: No, Father was in the service, he was in the army at the time.

RON: Oh. And then your—there we go, we can get a little adjustment. [moves camera] There, okay, it's fine, yes.

The Deans, but the Deans go way back at the waterfront, don't they? In a way?

CHARLES: Yes, Grandfather came over from England on a square rigger in the eighteen hundreds. He landed in San Francisco [California]. There was five boys total, originally, and some went back to England—that I was told—but James Walter Dean, he stayed and so did one of his brothers, John. And they stayed, and John stayed,

and lived in San Francisco, and he sailed. And Jimmy, his brother, came up to Seattle and he was—he made, I believe, a couple of trips out to Seattle and he went to work on the waterfront.

And we started on the waterfront at about 1898 or so. And he worked for a company, and I can't really remember Grandma telling me which company it was, but the deck men on the vessels always hired off the floor, off the dock. But in Seattle, they had a hall—was ILA [International Longshoremen's Association] and prior to that it was Riggers and Warehousemen's Union. And then they went into the ILA, and then they—Grandpa worked for a couple of the outfits, and one of them was a warehouse or lumber company that I know of, that he worked in. They used to have a shape up at—in Seattle, our hall, not the old hall, but it the original one was across the street and up a little ways. And that's where they would shape up. They'd pick their crews, their gang, and everybody, of course, went to work. And 1934, as I have been told, that I know him and his partner—and his partner was an old-timer from a prior to that, 1900, and that gentleman's name was Mr. Lui, L-U-I. And his boys, his sons, were longshoremen—one of them was, Jerry Lui was. And the other boy was a Seattle police officer. Now the grandson has been a Lui and he's on the waterfront and has been for about the last twenty years. But Mr. Lui and my grandfather had that gang and it was, I believe, Gang—

RON: [Did it] have a number?

CHARLES: Yes, I'm trying to think, it was 25 or something. But anyway, they—Harry [Bridges] came to Seattle and they were starting to organize because of the shape up. And when they started organizing, they asked the steady winch drivers and deck men that did the hiring, to come off the ships and support the longshoremen in the strike that they were endeavoring at the time. And they did come off. And Grandfather was a big player in it because he was pretty well up in the hierarchy of the steady. And of course, I was enlightened on my grandmother, his wife, my dad's mother, that she was one of the ladies that helped form the women's auxiliary during the '34 strike.

And of course our dad came on the waterfront, but prior to that our father was a seaman with his brother, my uncle. His name was Jimmy Dean—he was named after [his father, James Walter Dean]. They went to sea, and when the waterfront went on strike in '34, both his sons, my dad and my uncle, came off the ships, along with the rest of the rest of the SUP [Sailors' Union of the Pacific]. And nobody turned to Seattle, to walk across the picket line or anything else.

And then afterwards, Grandfather worked up until '48. Mr. Liu, he worked, I think a year or two later, and he passed, but my grandfather passed on April the 23rd in 1948. And Grandmother, she was still here. Then she left and went to California, married one of his old sea buddies, just for a companionship, and then he passed away and then Grandma passed away. Twenty years later, after her first husband, in '68 and we brought her home and buried her up at our cemetery on the hill.

Those boys started on the waterfront, Jimmy and I did, in '57. Our first boom in any of this was, we were sailed out of the SUP here in Seattle. We sailed as ordinary seamen, working on an ILA ship, I mean an SIU [Seafarers International Union] ship. It was in Coos Bay, Oregon, and it was called the *John B. Waterman* and it was the—Mr. Waterman's, the Waterman line shipping company [Waterman Steamship Corporation] out of Mobile, Alabama. And they were up in Coos Bay, Oregon, and us two just starting this permit out of the SUP, we're dispatched to Coos Bay [inaudible] _____ and start as ordinary seamen. I made one trip, Jimmy made a few trips. And I came on the waterfront and I started on the waterfront. It had got slack and I worked bananas for it, for a year-and-a-half. At that time we had stocks, and Seattle was primarily where a lot of the banana boats came in here, out to the waterfront. Then I left and went down to California and I worked for about a year-and-a-half for a company called Hunt Foods and Industries [Inc]. Then when my brother got out of service, Jimmy, the Air Force, I got him a job there. Well, I got him a job and I got fired.

RON: Oh, what an irony.

CHARLES: So, yes. Of course, I probably had it coming. But anyway, then I called my dad and he said well, "Get over to 'Frisco [San Francisco], to the convention." So then I go over to the convention in 'Frisco and that was in '62, so all the delegates from Local 19 (*points behind him, indicating the Seattle ILWU local*) were there, and then so they said, "Come in kid, you're one of the longshoreman's sons, come in here." So I met Harry [Bridges]—that was the first time I met Harry, they were in the conference. I met Harry, and there was a guy named Bill Gettings—

RON: Area director, yes.

CHARLES: And then there was a guy named—trying to think of the delegates! Clarence Strong.

RON: Oh yes, yes.

CHARLES: He was a delegate and I forget the other gentlemen but, anyway, I met him and everything else so he says well, "We'll put you over in the clerks." At that time Jimmy Herman was the president and he was B-man of the clerk's union then. And so that's where I went and then I came over and worked in the Local 10—I was in the Local 10 just momentarily, and they closed the books and everything. I called my dad and he says, "Well, come on home." And I went home in '64 and did the interview in '65 went in the Seattle Local 19 at ILWU and I've been there ever since.

RON: Were you in a pool?

CHARLES: Yes, I was in the pool, yes.

RON: Do you remember if some of the others in the same pool?

CHARLES: Yes J.W. Dean and Peppy McDonald, whose father was a longshoreman. Butch Peterson, whose dad was a longshoreman. Bunch of these guys were, we were all together and, we—oh, I know there's some more. Most of them are deceased now, I mean a lot of them have been dead for some years.

RON: Just before you were there, it was still heavy packing then before—

CHARLES: Oh yes everything—there was an old saying, we used to go aboard the Alaska steamships down in Pier 42, and they're coming in from Alaska with all the salmon, cased up. So after we take off the covers, the batten irons, and pull the wedges, and then take the batten irons off and take that, and clean the deck and then take the boards out and break it out. It was five two-mans in a hold. And there were two in the corners, and four and two aft and there was one on the side. And they break out. A great saying back then by the foreman was, "Head down, and ass up." And that's just what they told you.

At that time, we had just, well, prior to that, we just come into having coffee breaks. And the coffee breaks started, in Seattle, Washington—nowhere else. That's a fact. They went on coffee breaks on nights for two weeks and then the next contract, they had the coffee break in. But that's where it started, in Seattle.

RON: Who's the president in that era? [Martin] Jugum, or—

CHARLES: Well—

RON: Was it before him?

CHARLES: No, Jugum, he was there. It was, yes, no it had to be Jugum, the only other guy that was, was the Jenkins Boys. Henry Jenkins and Franklin Jenkins Sr., okay? And in fact, it was Frank Jenkins told the employer when I came back home to Seattle that—they took my twin brother, Jimmy in and they wouldn't take me at that interview. So the next interview, Jenkins interviewed me, and I think it was Clarence Strong that was there too, observing at the time. Jenkins told Carl Weber, who was a PMA [Pacific Maritime Association] man, who says, they said, "Well, we got enough family in here." And Mr. Frank Jenkins said this to Carl Weber, "Well, if this Dean doesn't come in, there's no registration. You got all the Wicks in here, six Wicks"—Julius Wick and all the bunch—"If this Dean doesn't come in, you don't have nothing." And that's the way it was. I came in as a B-man at that time.

And another thing I liked to interject is, I don't know if you know or not, but two of the first black men in Seattle, who worked on the waterfront. One was a man named Mr. Douglas—

RON: Oh I didn't know that.

CHARLES: Yes, he was the longest living longshoreman until about, 10—

RON: Oh is that Earlie? Earlie, the pianist? I saw him play the piano one time.

CHARLES: And they went to work for my grandfather. And my grandfather bought the first two black men back in the twenties.

RON: Geez, he's a fine man. Earlie.

CHARLES: They worked for him. Jenkins, the Jenkins, Frank Jenkins and—

RON: Earlie? Were they the earliest?

CHARLES: Well, yes, they, Frank started, oh I think before. I'm sure, yes. He was, (*nodding*) during the big strike, he was there. Yes, they were working. I don't know if they were in—Graham's gone—I know Mr. Douglas was. Because he was on the waterfront in 1920 or so. And he on one time, the gentleman, Mr. Douglas was the oldest living retired longshoreman there was. He was 100 years old when he died. And that was about, I don't know, maybe 10 years ago, 15 years ago.

RON: I remember him playing the piano, very nice.

CHARLES: Yes. A little guy.

RON: Yes, very little.

CHARLES: Always dressed with a nice suit and stuff, yes. No, he was—

RON: When you were in '62 you were doing just mostly bulk cargo, like bananas and—

CHARLES: Well, we had pig iron [iron product]. And that was shipped from back in Pennsylvania by Bethlehem Steel and was brought around to Seattle here. Bethlehem Steel in Seattle had a big smelter and stuff. That's where that Seattle Steel is, in there over on the other side of Harbor Island, over by Harbor Island, over by APL [American President Lines] over on the side there. That's the old Bethlehem Steel. So they'd bring their ships around and we'd discharge with a magnet. And then when it got down in the deck, we'd push it into a pile and take it out. And then they went and hired, the B-man and stuff, they'd go into the hole and work the sweat boards and that was all hand-mucking. And brought it out between the sweat boards and everything else and put

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it out there. Then they'd scoop it up and pick it up with a magnet. But that was the dirt job and that's what the B-man got mostly.

Then, of course, we had salmon, and we had lumber, and we worked logs. We had a lot of logs in Seattle.

RON: Were they still doing shingles?

CHARLES: Well, we, in the sixties we were primarily doing the logs, but I had a Wyckoff lumber outfit and they did all creosoting on these logs.

RON: Oh god.

CHARLES: And we had to work those. They'd bring them over and they'd float them over and we'd load them aboard the vessels, and of course they're running creosote and everything else. But, yes, we were doing that for the Vietnam War for building the docks and facilities over there. And yes, so Wyckoff, they did all that creosoting and stuff.

The other ones we had is primarily a lot of break bulk, a lot of hides. We had hides that used to—

RON: With the Conex boxes that were going to Alaska, when did they start boxing that stuff?

CHARLES: About '58, '57. Those Conex boxes were the—to my knowledge—was the forerunner to the container. And the reason that was because they were going with military goods to what they called it, DEW Line—the distant early warning—in Alaska. And that's what the military stuffed their whiskey, the groceries, the weapons, ammo, whatever that was required up there. Alaska Steam [Alaska Steamship Company] was the one that took it up on their little C4's because they were a shallow draft vessel. And that's what Alaska Steam primarily—that's where their field was.

RON: How many of those did they get aboard the ship? The Conex boxes? Quite a few?

CHARLES: Oh, yes. We used to use—even have some barges come in and we'd have to put the Conex boxes on the barges four or five high, six high, and then we'd hoglash them and everything—[that] is what they called [it].

Now I mentioned my dad's brother, Jimmy, he was a master for Alaska Steam and he started sailing after the strike was over. Dad stayed dock-side with his father, and Jimmy went back working as a—that's his, my dad's brother—started out as a cabin boy for Alaska Steam, because Alaska Steam originally was a passenger line. That's what they primarily were. So he worked for them and he went up from the deck on up into the wheelhouse from a quarter master helmsman. He went for his grades and his rates to become a master and stuff. And at the end, he was with Alaska Steam and he was one of their pilots. Alaska Steam is the only shipping company that come in Puget Sound through the straits [Straits of Georgia and/or Juan de Fuca] that had their own officers that were qualified pilots.

RON: Oh, I didn't know that.

CHARLES: Yes, they didn't have to have the pilots aboard. My uncle, sort of, he was a—he was what they called a "relief patrolman." Which is, in relation to like a business agent for the longshore, but it is for the master mates and pilots. And him and the Sorianos and everything.

RON: In that world? So there was a cross-over there?

CHARLES: Yes, but he sailed all his life and stuff and then when Alaska Steam went out, he had to see land exchange, the big SL9, and then he retired from there and passed away from cancer.

RON: In the sixties, was everything dominated by the Mechanization and the Modernization Agreement?

CHARLES: Well, that came out at about '62, I think.

RON: Started?

CHARLES: Yes, started. That I know, for a little history on that, that mechanization, modernization, that was a segment of the old time longshoremen as opposed to the younger longshoremen. This was a, like a bonus for them. And depending on the years in the industry and everything else, it was sorted accordingly. But the longshoremen that didn't fall under that rule, didn't get nothing. I mean it was just primarily for that modernization, mechanization they were going to compensate to have that and it was one thing that Harry [Bridges] really wanted, you know. He went on to, you know—I had a lot of issues with Harry but not too many. Jimmy I did, the other one, Herman. But Harry, he, the one thing I can say about Harry—I was going to mention it today at this, but I'm not going to because it's (*waves hand*)—Harry would never take a raise.

RON: That's right, he didn't.

CHARLES: Harry said one thing, "I will not be higher wage than the crane operator, or the highest paid longshoreman." And he didn't believe in it. The other thing about Harry, was he didn't give a damn if you had 5 years, 10 years, or 60 years, at 65, retire. And his philosophy was to give another man an opportunity to provide for his family. That's the one thing I can say about Harry. Today these kids, there's no education in and among the old timers or anything else. I offered my Local 19—Cam [Williams], the president now—I offered to come in and give these kids an education on the strike in '71 and what everybody. . .during that.

But you know in Seattle, they didn't pack Seattle as bad as they did the rest of the coast because we had Vietnam, we had Pier 91, and we weren't striking the military. The other one we weren't striking was the Western Pioneer and Alaska Pioneer [Western Pioneer, Inc., now Alaska Ship Supply], because those vessels were going to Alaska to service the fuel, the groceries, and supplies to the villages up there in Alaska. So we did not, I can tell you, we did not impact them in any way.

They did agree, at the time, once the contract—whatever the contract agreement was, they would be signatory to it. Well, they weren't signatory to it. What they did after the strike was over with, they moved their barges and everything up through the canal and into Lake Union. And the gentleman that owned that (*pause*)—the Pilots [1969 American League baseball team] in Seattle here, was the Soriano family. John Soriano, the attorney, Dewey, Rupe, and Amigo were the Pilots. They were also patrolman, which is like a business agent. Now they all owned that shipping line [Western Pioneer, Inc.]. And they went up the canal after the strike, and they were union at the time, they were still piloting.

RON: Aren't they still in it? How much are they still in it?

CHARLES: (*shakes head*) They aren't still in it. Everybody's passed on.

So, during the strike, we had rotation. And you took a job and you got your card punched, and you went to work. Then you had to wait until it came around again for you. Now, I never worked one day, never drew one day in 134 days or even prior to F. Artley. Now, J.W. did—my brother—but I didn't. And of course I was going through a divorce at the time, had two children, so I lost a lot of things. But I wouldn't [work]. And my brother would get on me, and my dad even asked me and—and my dad wouldn't work. But, he'd say, "Go to work," and I said, "No, I'm on strike. I'll go back to work when the strike's over." And thank god, my mother, who
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covered her son's rear, more ways than one. But yes, there's a little saying I will say at the closing of this little endeavor and I'm going to say it—I always it, “You can always get a girlfriend, you can always get a wife, but you only get the ILWU one time in your life.”

RON: Very true.

CHARLES: Oh yes, the wife don't like it. She looks at the rings and she says, “What are you wearing that for?” And I says, “That's my first wife.” She says, “Well, who am I?” And I says, “Well, you're second,” I says, “This one is the one that's going to give your pension, and your medical. So you better know what this one is.”

RON]: Yes, the bennys [benefits].

CHARLES: Is there anything you wanted to wish to ask me, other—

RON: You bet, well a couple more things.

CHARLES: Well, go ahead.

RON: Did you serve on the LRC [Labor Relations Committee]?

CHARLES: Yes, I was on Labor Relations a few times there in the seventies—early seventies.

RON: Around the time of the strike?

CHARLES: Yes.

RON: LRC?

CHARLES: Yes.

RON: Were you still matching wits with the family, the Weber family?

CHARLES: Oh yes. Yes, they were—they were pretty good. That family was, in reality, they were pretty good. They were always pretty, with Seattle, Carl and Joe Weber, his son, and everything else. I'm trying to think of this other gentleman's name, he was also—

RON: There was Craig Johnson.

CHARLES: Well, Craig Johnson came later. But Joe, and then of course his father—and his father was a pretty fair man. I mean, you know they—Seattle always had sort of a mutual agreement. We had our differences and everything else, but you know I—my brother was more of a diplomat than me. He'd rather use his brain and his mouth. Me, I'd rather use my brawn, but I didn't have the brains. But my nickname on the waterfront—you give a little shout out of this one, this will get everybody excited. *(looks upward)* Oh god, I'm trying to think of the year.

Herman was still a president, and my brother was a senior delegate to the caucus convention and I'm an alternate business agent in Seattle at the time. I'm the relief agent. Well, Red Stack, Crowley Maritime brought their barges in and they took them out to Pier 91. Then they brought up this, I'll call them, scab welders from Portland, Oregon and they were welding a new decking on the barges.

Well, I went out there, just check. Make my rounds and as I pull out to the gate I see the IBU [Inlandboatmen's Union of the Pacific; marine division of ILWU], with pickets and I says, "What the hell is going on here?" "Well, we're on strike with Crowley Red Stack." And I said, "What the hell?" So the guy explained to me, and I says, "Well, I'll take care of this" so I go in and they tell everybody on the ships, "Pack your shit, shut her down, your ass is out. Right now. We don't work behind picket lines." I got on the foremen's asses and everybody else's. Then the man that was ahead of the facilities up there, trying to think of his name, he was Port of Seattle, he says, "Hey Dean, can't we discuss this and work it out?" And I says, "No, we got pickets out here." And I says, "The ILWU doesn't work behind pickets."

Now the IBU should've let us know, but they didn't—evidently a miscommunication, or didn't even really think about it. But anyway, we took the position to shut her down. And so I go back to hall, I call the different locals, all of Puget Sound told them the circumstances. Well, everybody started hanging the hook. Well, the next thing you know, I get a call in office from Jimmy Herman and the caucus and convention and my brother. And Jimmy Herman asked me what went on, and I told him. And my brother, he's speaking, "Well, you get everybody back to work, we'll work this out," and I says, "Bullshit. We don't work behind picket lines," I says, "Bullshit." And he says, "Well, you got the whole goddamn Puget Sound shut down," and I said, "Yes, you're goddamn right, we're not moving nothing up here."

Well, I'll tell you what, Jimmy Herman called Mr. [Thomas] Crowley, Crowley Maritime right in San Francisco—now his son ran the Seattle region. And he called his son and says, "You get those goddamn barges out in the bay and you get rid of them goddamn welders. But you get everything out in the bay. Don't put nothing on the docks." He says, "You got the whole goddamn Puget Sound shut down."

You know, so the nickname went around, "Shut 'Em Down Chuck." Of course, I shut them down a couple of other times, but that was one of my great—

RON: You were a BA [business agent].

CHARLES: Yes, I was the alternate BA.

RON: Alternate BA?

CHARLES: Yes, you see, Jimmy [Dean] was a business agent, I was the alternate. And of course when Jimmy went down to the caucus and convention, then I came in office. You know as the relief, but as an alternate business agent.

RON: And that's how that worked.

CHARLES: Oh yes, that's how it worked. I mean if Jimmy was alive here today, he'd be telling you what a jerk his brother was that day, but you know, "We don't work behind picket lines," not in my time.

RON: I have a question about when—during the first Seattle longshore book [that Ron Magden wrote], it became obvious two of the great union people in the union were, Jugum—I called him the Sage of Seattle—and Maloney, Shaun Maloney—

CHARLES: Shaun Maloney, yes.

RON: And they—they were both very dedicated union men, but I never know whether it was personality or whether it was issues that caused the monumental split between them. Do you have any idea why they didn't—

CHARLES: Well, I can tell you this from my experiences. And I'll say this, Shaun was very militant. And he didn't, he didn't trust the employers in any form, at all. Martin Jugum was more diplomatic.

Now that that's brought up, Martin Jugum came out of, down in the harbor, down around Raymond-Aberdeen [in Washington]. And he came to Seattle went to work. Grew up here and went to through the offices with everything else and very respected. Martin Jugum. Martin and I, we had some differences but when Martin died, I was holding his hand the day that he died. We had a hell of a time getting his son, George. But his son, we did get his son to come down and be with his dad. His wife was upstairs, Margaret.

Now how they [Martin and Margaret] became very good friends, is Mrs. Jugum used to go to, go with my father, 'cause she went to Queen Anne High School. And then she met Martin, Dad was on the outside I guess, I don't know.

But anyway, yes they—Martin came up here. Boy, he was an advocate. Me and him went heads-up. And during the strike, see I'm jumping around here—

RON: It's alright, it's no problem.

CHARLES: But during the strike, he got on me at the meeting, after the strike was over. And he addressed some of the other members and he says, "You, young punks, you should have listened to Harry, because Harry told you what the agreement was and what they agreed to. And now you got a lesser agreement then you did on the original proposal." He's looking at me and I says, "Mr. Jugum?" and he says, "Yes, Charlie?" I stand up, and I says, "Harry don't run the union, you don't run the union. The rank and file run this union."

Jesus, I thought the place was going to explode, they were jumping and hollering—the old timers I tell you, they loved these guys, these guys were good. You know, there was some guys there that—boy, it was fortunate to be in where the real men are. Today, now it's these guys will sell their mothers. Well, I can't say other things. But I mean they'll sell their ass to become a foreman or a clerk and everybody gives you this scenario, "Well, I'm bettering myself." Yes, well better yourself and stay on the union side. Preferred hiring isn't exactly in the uniform of union.

RON: I understand that.

CHARLES: So, but that's just my opinion.

RON: Did—another one, I don't understand the friction between the Port of Seattle and the longshore union. Why isn't the Port more receptive? And work with the union? It seems to me they're at loggerheads. Like the, well, the Port executive director—you know I heard him speak twice, he never mentioned the word longshore once. Like, there isn't any connection.

CHARLES: They had a port commissioner that was, sort of, worked with the longshore. We used to have meetings, we met with them, we aired our differences, our problems on the docks and everything else. They took it into advisement and we'd also go to the commissioner's meeting and observe, and if there were questions or answers or something, we would rise to address the problem. But they don't do that anymore, I guess, I don't know.

You know I've been retired since 2004 and now. I've never retired because I never even worked that much anyways. But you know, Jimmy, my brother, he retired me but he put my papers in and signed them and everything else. I didn't even know it! (*laughs*) And I come into work one day and, "Yeah, you're retired, Dean." And I had a crane job and everybody was happy when they heard that program, I was retired. And I tried to get them to back up the peg, but they showed me the paperwork that I've been retired as of July.

RON: Do you remember the first cargo you moved as a longshoreman?

CHARLES: Bananas.

RON: Bananas, you did mention that.

CHARLES: Bananas, that was the first. That was the assholes's [job]—in the hold of the ship, or on the dock. On the dock I was continuous all the time. And if you weren't one of the all-stars or anything else, or if you were a trouble-maker, their great habit was doing this: putting you at the end of the line, so then everybody would, "Hey, Dean, you got it? It's coming." So then all the oddballs were at the end of the line and everybody would stand back and all of sudden you're looking at a belt full of bananas coming your way and well you had to work as fast you could, and once you couldn't work, [the bananas] went on the deck at the end.

Oh yes, we used to do it. So, I got smart to that and at coffee time and I went around—and they had buttons below the belts and you hit it to stop, so they didn't bunch up and pack up on you. So what I did at the coffee break on the line I was on—there's two lines. I took the light bulbs out and I took and turned the buttons over, and so when we go to start back up, nothing [happens]. (*shakes head*) So they had to get the electrician out there to check the— That was sabotage on my part.

RON: What was the worst cargo that you worked with? Would you say iron?

CHARLES: Pig iron, yes, that could be a real bad one. I mean it's a—hides. I never mind hides, but a lot of other people did. But yes, I handled those. The maggots were hoppin' and boppin', I mean we had them.

RON: Oh I hated that.

CHARLES: Oh, yes, but I never minded them. Being an oldster on the waterfront they put they put me in the hide shed for a year-and-a-half. And that's a fact. I was a year-and-a-half in the hide shack.

RON: Were you ever hurt? Did you ever get hurt?

CHARLES: Yes, I got hurt a couple of times. One time I got thrown around in one of them trucks driving a semi and stuff. Goofed up my shoulder and stuff. The employer, they controverted me, which is typical, and the fact there was SSA [Stevedoring Service of America]. But at that, it wasn't—that was, oh I'm trying to think what their name was prior to Stevedoring Service of America was. I should know because they changed it, the name there, when they had a split between Tom Stewart and . . . the other guy, was—see I'm getting old now folks, I'm losing my memory here.

RON: They came out of Bellingham [Washington] I know that.

CHARLES: Yes, they—

RON: Smith? No I don't think, Smith. They are the big stevedore company.

CHARLES: Today they are, yes. Now they—the outfit that bought them was Goldman and Sach [Goldman Sachs Group, Inc.]. The investment firm bought them two years ago. And they only bought 49 percent, the other 51 percent still belong to the—

RON: The family?

CHARLES: Well, just the one.

RON: Wow.

CHARLES: Just the one. His sister had the 49 percent. God, I'm trying to think of his name.

RON: Ricky. . .

CHARLES: Ricky Smith! Yes! Okay thank god, see somebody has got some memory still!

RON: Well, I met him once, Martin Jugum said, "Do you want to meet Mr. Smooth?" And I said, "Who's that?" "Well, come and see and you can meet him," And we went in and the bullshit flowed both directions you know, and I was [thinking], 'What are we doing here?' And I couldn't figure out what Jugum had brought me along to witness you know. It wasn't anything particular—just, that Jugum said that it was—and Jugum was retired, there wasn't any dickering or anything. But Jugum wanted me to see how he handled, and he did it adroitly. The big cheese, the boss.

CHARLES: You know, I'll tell you what, Ricky Smith, and his father before him—and of course now, everybody's got to remember this, Tom Stewart, is a young man. But Mr. Stewart's father, and Mr. Smith were longshoremen out of Bellingham, Washington. And they started this little stevedore company, a gear locker set up. And he came down to Seattle, about in the fifties—'57, '58. And they'd go around and pick up the tools off the Jones Washington or Crescent—Jones Washington back then, now they just call it Jones [Jones Stevedoring Company].

RON: That was clever.

CHARLES: Oh yes, they would just pick up canaries and splitting bars, whatever they could. They built themselves a little tool and then they went around, that's how they started it. That's exactly the way they started it.

RON: [inaudible] _____.

CHARLES: Yes Tom Jr. he was, to a lot of people, he was a slimeball. Because him and Ricky Smith split up the business. In fact, Ricky was in Alaska, and I don't know if Jimmy was with him or not up there. Tom Stewart moved Ricky Smith's office, his whole office out in the outside of the building—yes, right out up on the street there. He comes back and he's locked out. It's like a dissolution of divorce and stuff in the business. But anyway, they had their differences.

But on the whole, the waterfront has been good to me and it's going to be good to somebody else if this union starts getting some, makes some mandatory education. And I mean mandatory, not volunteer. If you're interested in keeping a job and keeping your job and your jurisdiction, you get your asses to that goddamn education seminar and learn the principle and what, who died to make this union.

RON: Speaking to that, where is the—what's the status on the two 1916 people in Mount Pleasant? [Relating to the 1916 Everett Massacre] I know I've heard that—I got an email about a month ago asking for any quotes I had of Harry Bridges about Seattle longshoremen. I'm sure that I had—there were three—

CHARLES: Yes—

RON: What happened?

CHARLES: Two of them were buried with—

RON: Yes, that's right with the Teamsters [International Brotherhood of Teamsters].

CHARLES: Well, it wasn't the Teamsters, it was, I think, the iron workers, or the steel workers or something?

RON: Yes, somebody like that. Yes, there are a couple of other union people. What are—

CHARLES: They're all over in one area. Now we're going to—when Vicky gets back, that's the wife—they got the cemetery—her husband died.

RON: Oh, that's the one.

CHARLES: Bill. Bill Edwards, my wife's ex-husband, he passed away. And now they, they're settling the estate. I don't know if she's going to have the cemetery or if the daughters are going to get it or not. But they're clearing the estate is all I know.

But yes, we're going to do the research. It's on one of the lines and I want to get it done and find him and see if there's a perpetual [care] or anything on it, or if not, to get it. Because the ones that have been abandoned, they will bury on top of them, and they can do it by law.

RON: Oh, will they?

CHARLES: Yes, by law they can do it. But if they've been maintained or anything, they can't. But most double burials are up in the bigger area, not back there where the nineteen hundreds—

RON: Yes, I think they're in with—close to the masters, mates, pilots, and the marine engineers.

CHARLES: Right.

RON: And there's a group of them there.

CHARLES: Yes, it's a whole labor group

RON: Yes, there's a labor group.

CHARLES: Yes, we're trying to, I'm trying to find out how we can, try to find out—she didn't really want to encounter the ex-husband, even though you know they're very good friends. He regrets his stupidity, but anyway that's another story. 'Course she did better when she got a longshoreman, (*laughs*) instead of some grave digger.

But anyway, we're trying to get that and see if I can get the union local up there to spend a couple of bucks or even the Pensioners Association start doing something to bring it back. I mean it's a—nobody wants to sort of, pursue it. Thank god for you, Ron, for even bringing it up and doing the research and writing that book. Thank god for you. Most people wouldn't even have the knowledge of it, including myself, other than my family's buried there and stuff. But I never knew they had a segment area there that [marks the Everett Massacre]—I know that the woodworkers have a big monument in there.

RON: I was surprised, last—it's been about four months—the marine engineers wanted to put a new plaque, a new stone in and—because the old one was pretty bad—and so they did. It's dedicated, “Lost at Sea,” to the ones that aren't in the graveyard. They wanted to include those guys. There were a bunch of marine engineers

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buried there who probably died or retired, but they wanted specifically something that said, those engineers who were on ships that went down in World War II. So they put in this monument and all it says on it is "Lost at Sea."

CHARLES: Nothing else?

RON: Nothing else. Was quite a—

CHARLES: Was it just a ground-level one?

RON: Oh no, it's pretty tall. About chest high.

CHARLES: And this is just done recently?

RON: Oh, last—four months ago.

CHARLES: Well, we'll find it because we'll be adjacent to that somewhere.

RON: They're all right together. All of them are sort of—there's—yes, they adjoin each other.

CHARLES: You see, we, I think, the longshoremen had twenty lots in there.

RON: Yes. Yes, they do.

CHARLES: I don't know if they're probably filled, because they never utilized them. See nobody ever really cared, I mean you're the first one to bring up all this history. I mean Jugum and none them guys, nobody cared.

RON: Well, I think they cared. The people who were alive care.

CHARLES: When those people passed away, yes probably.

RON: And they're gone, why the story is gone.

CHARLES: And all the new ones, hell, nobody knew until you brought it up. Hell, I didn't even know and Christ almighty, my wife and her husband owned the damn thing! [Mount Pleasant Cemetery] What the hell! And I didn't even know it.

RON: Yes, well, they will be honored.

We need to talk also about the future and all this, you know the attempt, like when the basketball team was coming to buy the container fridge station property. The invasion of the waterfront by developers and this kind of thing and how far will that go? Will it destroy the working waterfront?

CHARLES: Well, I would say hopefully not, but it probably is going to. I mean we're pursuing it but you're not going to pursue too much—they will pretty much—if the corporations and these big organizers—I'll say that, I'll say it out here right now. It'll be guys like Mr. [Kemper] Freeman, who's a big investor, big builder out of Bellevue, Washington. It'll be Paul Allen [co-founder of Microsoft]. It'll be this young man who owns Sodo area [south of downtown Seattle] down there—he's from, actually from New York. He's one of the big players in it, I will say—part of the Gates program [Gates Foundation], be in this. And there's a couple of the other big, Harley S. Wright is another big man [owner of Howard S. Wright Companies, which built the Space Needle].

Yes, and they're all playing because once the tunnel goes in, you watch the creation of modernization, of big condos going in and everything else, you know. You'll have a little boardwalk and it'll be about one person [wide]—it'll be a boardwalk for the waterfront. It'll be like San Francisco, you know?

You've been down that one. And I worked that one back in the sixties and I can tell you, the old days, it was different. You came out of a hall, you came out as a swamper [odd jobs assistant] and stuff They didn't touch, nobody touched a longshoreman unloading the trucks when I was down there. And the forklift operators came out of the hall. And they unloaded the cargo. The trucks would line up right there on the street. Just line up. And they'd open their doors and everything else, but the teamster didn't touch anything. Longshoremen, the lumpers, swampers from Local 10 would get in and start pulling things out. Back in the early sixties.

Now, they don't have nothing, everything's over there on the other side. When I was back down there, the employers had buses for—the stevedore companies all had buses. And they bussed everyone over from the hall over to Oakland, the east side or up to the Crockett Bridge [Carquinez Bridge], up the C&H Sugar Refinery [California and Hawai'ian Sugar Company] up there. They used to bus you up there, pick you up there and bring you back to the hall. Then everybody had to drive back home. Like I had to go across the Bay Bridge, because my wife and I were living in Hayward, California.

This up here, yes, they're going to, they're going to lose the Front. The Port, the Port's taking a position that's a two billion dollar loss if they do because it's not going to be really a great facility around to do it now. And the newer proposal—and I just heard this—is that the APL, American President Line, is going to get out of the stevedore business. And Stevedore Services of America's going to take it. The APL is going to move to Pier 18. Seattle Stevedore's going to do the stevedoring. Hanjin [Hanjin Group] will move over to Pier 5, hopefully, is what they want and the Disney Corporation is going to put their cruise ship there, and do a little, I don't know, bunch of stores and everything on that facility. That's what they're looking at. Ever since they got the big wheel—I call it the ferris wheel, they call it the Big Wheel. They're going to make it a carnival there. People don't give a shit. They don't give a shit nowadays.

In Seattle today, you don't have working people. You got a segment of the workers. Everybody's in Seattle high-tech, they're all computer wizards. I mean, this is going to be the same as the south of San Francisco. I mean all the high-tech. I just looked at the news today, the richest man in the world is Bill Gates. His personal net worth is 72 billion dollars. And if you think he's going to worry about a working man, holy Christ, wake up, you young ones, because it isn't going to happen. This is a—this is a new day.

The only thing I can say is, I hope these young guys get out their ass and hold together. But they got such a division now everybody, it's, there's no unity anymore because you got guys want to be bosses, you guys who want to be a super cargo, and they don't really have the foundation and the principles of the unity among themselves because they're all fighting to be greater than thou. It's a sad thing you know. And what I call them, and I can say this, and I hope to hell it stays in there, they're nothing but a male whore for the PMA. And that's my opinion. And I'll stand by it 'till I'm dead.

But now, I got my son in there, working. So he's a crazy one, he's like his daddy, he's a diehard union. He's more union than anybody. This boy has been on more picket lines, and not even the longshore, just walking the picket lines with other labor unions. Down in Longview [Washington], he was one of the boys that was doing grain-inspections.

RON: Big Bob, you know—this T-shirt in the stopping of the train, you know it happened in '34 with the old winch driver, [Wayne] Moisio, he got aboard that train and he was a professional wrestler and he asked the engineers to stop. The engineer asked, "Why?" and he said, "Because it's unsafe." And the engineer finally got the message. He wrestled, he's one of four, there was really four mass marvels that they used around the state, to

wrestle and Moisio was one of those, he was longshoremen. And when it came time, somebody in '34, had to board the train. They sent Moisio, and he just stood there and the fireman and the engineer took one look and they shut down the train, and it didn't go, and he saw this. I talked with [ILWU President "Big Bob"] McEllrath about it, you know? And I asked him if he got the idea from, and he said, "No, you can always get the idea, but they told him to go read it after he did it. That this had been done before.

CHARLES: Well, on that shirt it should say, "ILWU Pres. Big Bob McEllrath. It shouldn't be a crime to fight for a good job. It shouldn't be a crime to fight for a union job."

RON: That's right, you know. The world belongs to the majority, not to the owners, not to the investment people, or—

CHARLES: Rank and file.

RON: The rank and file.

CHARLES: The staff. You know, the other thing that we're talking about—and you got me rolling my mouth here—but there's the ILWU and the Local 19 in 1934, when the Teamsters came down, they thought they were going to take the docks. Well, that didn't happen. They got their ass beat and ran back up town.

Now the next thing that happened, was later on, was right around, right in the forties, I don't know exactly when, but the paper boys in Seattle—used to have paper boys that hopped papers around the corners. The teamsters went up and tried to organize them, but they were organizing their own union for paper boys and stuff. He [Dave Beck, president of the International Brotherhood of Teamsters] tried that, the longshoremen went up and beat the shit—now this is facts—they beat the shit out of these muscle men for the Teamsters union, and told Dave Beck it wasn't going to happen.

And there was a gentleman, he—I don't know his name, he just passed away, he was fairly old. He was a gentleman that organized back in the forties. And they had a pretty good little newspaper guild for them. Yes, in Seattle they used to hawk on the corners and stuff. And they formed a union, and I forget what little organization, their affiliation, which one it was.

But, yes, the longshoremen went up and had to put the heads on the Teamsters. And one of my best friends, is chief negotiator, and still negotiates for all the Teamsters in the United States. I still remind him, and he lives up in Washington, and I still remind him of the day that the Dave Beck's boys got their ass dumped. I mean you know that's, that was another story in itself.

RON: Beck was a very much a power within the power people of the city. He was connected with the famous—oh, I can't think of their names. But the Green—Joshua Green [Seattle businessman] and the guy that, the banker, there were a couple of other bankers; he'd [Green] gone to high school with them, at Edison [High School, Stockton, California]. But the point I guess I was trying to make, Beck always announced business unionism. 'My business is to get you a raise and that labor is nothing but a business.' That was Dave Beck's concept. 'And I'm selling you,' like a wage slave concept. And he didn't seem to think that. The point was that, that he just made a business out of it. And the worker got so much of the profit, and he guaranteed the employer would make a profit, by bumping off the opposition.

CHARLES: Well, you know he owned the—where we lived there, we used to go down by there, along the canal. He owned Washington Asphalt in Seattle.

RON: Did he?

CHARLES: Yes, and his son, his son Junior [Dave Beck, Jr.] ran it. And he used to come up once in while in the limousine, because us guys were down and around that, around the canal and stuff. And it's right around the canal just outside of Fremont. In fact, the asphalt plant is still there today. And he used to come there.

But Jimmy and all that bunch there, ugh (*shakes head*)—I mean Dave Beck, he was piece of shit, you got up to speak on the floor and one of the muscle men escorted your ass out. And if they didn't escort you, they kicked your ass, and then took you out. Yes, he was a real dictator. Another asshole that came back, that came behind him, was another guy—I can tell you this for a fact because I around that time too—this guy named George Cavano.

RON: Oh, I don't know him.

CHARLES: Well, he was a [Local] 174, which was the big powerhouse of the Teamsters here in the Northwest.

RON: I did know Frank Brewster.

CHARLES: Yes, he was a—he was a regional. Yes. He was a regional. And then of course they got that other piece of shit, and he was nothing but a piece of shit—this is going in the archives, it's real nice.

RON: It's all right.

CHARLES: He built a home with a scab labor he was the head of the Teamsters conference.

RON: Oh, yes. Oh god yes, I remember him, he was Weinmeister.

CHARLES: Yes, Arnie Weinmeister. Yes, yes, he was, the rat of all rats in the organization. He, a couple times—I'll tell you this, a couple of times I was in office and Jimmy was on a beef someplace, or down in connection, and he wanted to talk to Jimmy—he always wanted to talk to my brother Jim. So I call my brother and I says, "Hey, Arnie Weinmeister wants to talk to you," and he says I should tell him to, "shove it up his ass. I wouldn't talk to him." And I says, "Okay." Because he'd call the secretary, see and the secretary would pass it through. Jimmy never wanted anything to do with him. I don't know. I mean it's—you can get more with the kindness than you can with sour, in ways, but it's hard to say, in that aspect, but they—the Teamsters, I would probably say are more inclined to support us, a la 174 than the building trades.

RON: Oh, I'm sure.

CHARLES: Like I said—told Big Bob and a couple of the other guys this—you can't, the building trades, they talk about unionism, they know shit about unionism. You can't be a union man, or a union organization, and I don't care if it's the operating engineers, or if it's the carpenters, or the IBEW [International Brotherhood of Electrical Workers], or whoever, the minors—now they got some minors that are working this tunnel shit. When you got two-door policy in your agreement, one door for union and one door for scabs, you don't even know what the union principle is. And that, I'm going to tell you is a fact.

And I've told them all, the same damn thing, they have no problem when I see them. Says, "You don't even know what a union is." I says, "You guys whored your ass out to the associated contractors." I can remember when they did it and put that two-door policy in. Where they can come in nonunion and union.

And I'm going to tell you, operating engineers, and I can say this vividly, the operating engineers and the commoner's union are the two biggest non-union union-busting raiders that take another union worker's work. They'll come in and scab under your agreement, or if you're on strike, they'll come in and give a lesser

agreement than your ass could afford. They are no goddamn good as far as a union organization, as far as I'm concerned.

And got one of my best friends, he's the head of [International Union of Operating Engineers, Local] 302, and I haven't seen his ass. And he's bigger than goddamn Big Bob, but when I do, I'm going to tell him the same goddamn thing as—that he's involved in this deal up in Seattle. All these—he's head of all of 302 now. I'm going to tell him the same goddamn thing—and he's been a friend of mine for some years now. His last name is Konopaski and his first name is Daren. He's a good kid, I mean in a lot of ways, but god dammit, I didn't—I wasn't down there when I heard he was down there and they were arguing about wanting to work, you know?

And the other thing is—and I told Big Bob, and everybody else, but I mean, you know we got a bunch of brilliant brains, but here's one thing we don't have: 1961, '62, the United States Supreme Court ruled that the work from the dock to the water was ILWU. And they ruled that against the 302, the operating engineers. Because I can tell you that the operating engineers used to run our big whirlies and our stiff legs and our electric cranes when I started down there. And we took two of the members from 302, who left, and they came into Local 19 and started training and instructing our senior longshoreman to drive the cranes and stuff. But yes, they a—

RON: Setting the precedent.

CHARLES: But the United States Supreme Court—and I pound this in everybody's heads, "Well, I can't find it here, I can't find it there." Well, go to the Congress of Library or whatever, the Library of Congress and go to—for Christ sakes, the United States Supreme Court ruling. I mean it rattled the shit out of everybody when—

RON: I remember it. I remember that passage.

CHARLES: Yes, it was about '62 or '63, around there. I told Big Bob today, I says "You guys are all talking, 'Well, I can't do this,'" Bullshit. There's a goddamn Supreme Court order and you can't overturn that, there's no federal judge that can overturn that goddamn thing.

RON: No, they're the ultimate.

CHARLES: Yes, that's set in concrete, you can't circumvent that son of a bitch. Now you might ask or request an old hearing to readjust it, but that ain't going to happen. But I mean you know who am I? I'm just one troublemaker in a—

RON: One voice.

CHARLES: Yes, one troublemaker in ILWU. But like my saying is, as you heard earlier, "You can always get a girlfriend,—"

RON: But never get another ILWU.

CHARLES: Yes, always get a girlfriend, always get a wife, but you only get an ILWU one time in your life.

RON: Oh great. Well, I got to get going, but it was fun.

CHARLES: Yes, it was my pleasure to expound on some history.

RON: Yes, and we'll come back, you know.