

Bargemen

The sole purpose of this article is to acquaint the general Waterfront workers Longshoremen, Warehousemen, Sailors, Licensed groups or any other maritime workers with the reactionary policies and activities of a group of phonies who were anticipating being misleaders of the Union until defeated in the last election.

One Manuel Baptiste who was defeated in the last elections of Local 38-101, I.L.A., was formerly a jitney driver employed by Bay Cities and was also steward of the gang. When he attended meetings he pretended to be a strong advocate of rank and file policies and control, until some question came up concerning working conditions in his own company and then he would expose himself by trying to defeat any measure that hit directly at his boss.

On one specific occasion, a report was read by a member at a regular meeting showing that members of Baptiste's gang had exceeded their hours without any extension having been granted. His first move was to jump up and ask where this member had obtained a copy of this report and why he was being allowing to read it off on the floor.

At the last regular meeting held January 19th, 1936, the solidarity of Bargemen's Local 38-101, and the unity of the organization in the Federation was attacked from within the ranks of this local, this time in a very bold and daring manner. It has been a well known fact to some of the rank and file members have been falling for Baptiste's reactionary line - that is, they did till the last regular meeting January 19th, 1936.

BAPTISTE SO THOROUGHLY EXPOSED HIMSELF AT THIS MEETING THAT WE WONDER IF ANY OF THE MEMBERS CAN POSSIBLY BE DECEIVED BY HIM ANY LONGER. AT THE MEETING BAPTISTE ATTEMPTED TO ENTER A SPLITTING WEDGE IN TWO PLACES.

He first tried to split the solidarity of the local itself by stating that: "If the organization did vote to do away with the steady group, that any of the men who were employed in the steady gangs wouldn't have to obey any such rule if they didn't want to, that they could stay on the job as long as they wanted to and the Union couldn't do anything about it."

This was a deliberate attempt on the part of Baptiste to gain the sympathy of a few choice company pets to build a reactionary group to be used in holding back the progress of the Union as a whole.

His second attack on the solidarity of the workers, was of a much broader nature and a more dangerous one. That was when he attacked the unity of the organization in the Maritime Federation. His remarks on the floor of the meeting were: "That if the Bay Cities Barge gang didn't get things the way they wanted then they would go back to work for the Bay Cities with scab engineers on the tow boats, and he would like to try and see anybody stop them." He further stated, that the "Bay Cities gang didn't need any Union, that they could get along by themselves.

Now, this is just what the bosses want, and they are always ready to pay someone for starting disruption among the workers in such a manner as Baptiste is following. It is high time that this rat ~~was~~ eliminated from the Waterfront altogether; the Clerks Local had to get rid of Finnigan in order to make progress and the Warehousemen had to do the same with Flannigan, now it is up to the Bargemen to get rid of MR. BAPTISTE.

A few weeks ago, he ran for office in the Bargemen's Local 38-101, I.L.A. now since he has been defeated in the elections, he says that his gang doesn't need any Union, and if necessary, they will work with men scabbing on other Unions in order to protect themselves.

The Negotiating Committee of which Baptiste is a member, is not making much progress, maybe the rest of the committee mistrusts Baptiste so much that they are afraid to discuss any plans of action with him and are therefore, unable to get anywhere.

If the members of Bargemen's Local 38-101, I.L.A. don't wake up and quit listening to this labor faker BAPTISTE, they will be in the same boat as the Ferryboatmen.

During the first part of November last year, a special meeting was called at the Bargemen's Union, in regards to the outcome of negotiations with the Pataluma, Santa Rosa Railway, and also to ascertain the wishes of the rank and file in regards to organizing deck-hands who were employed on the Bay Cities Transportation Companies tow boats.

The agreement that had been submitted to the P.S.R.R.R. was ratified by the membership. The Company had acceded to our demands, including that boon to all Union Workers, the "Hot Cargo Clause".

The M.E.B.A. through the Maritime Federation District Council #2 had submitted a recommendation to the Bargemen, that they organize the tow boat deck-hands who worked on Bay City tow boats. The Captains of these boats are all members of the M.E.B.A. As soon as this question was presented for discussion, a group of phonies immediately began to oppose it. Their only grounds being that the Bargemen's Union, already had too many members and that these men had several chances previously to join and hadn't attempted to

We would like to know this: Is it possible for any union to have too large a membership? We would like to state that we think not! We would like to know also: How can any union refuse to organize the unorganized workers in their own field, and still call themselves a progressive union? to our definite knowledge no provision or attempt has ever been made to organize these workers.

If the Rank and File had disregarded these phoney arguments, the results and possibilities of strengthening our union would have been unlimited.

The oldest and phoniest idea the bosses have is, to keep men who are working for them separated into as many different unions as possible. We already have the men who handle the freight organized. Why shouldn't we have the men who move that same freight from point to point with us too? That would put us all in there shoulder to shoulder against all of the "Beefs" that would come up.

Naturally, if we had organized those men, we could have expanded and taken in deck-hands on all tugs and tow-boats. The M.E.B.A. would have helped us force out the "Finks" on the sugar boats those that are under "Dirty Deal's" control. We could have replaced with our men, that would have meant at least two or three hundred more members. It would have meant increased revenue to the union without any additional expense.

Every union on the beach is increasing the dues and assessments to swell their treasuries. We could avoid that by increasing our membership with these men. The phoney mis-leaders who opposed this, gained the sympathy of the extra men who are working out of the hall by saying that if these men were accepted and then lost their jobs, that they would then be on the extra list too and make it just that many more to buck.

Don't you think that if we had taken them in that we then would have a closed shop on the boats and when any men quit or lost his job, he would have to be replaced by a man from the hall. He most certainly would.

By not accepting them, we played into Deal's hands: He will organize them and strengthen his own phoney layout that much more. That is just what the bosses wanted. They can "Play-Ball" with Deal: He doesn't think anything of signing a finky agreement.

WAKE UP BARGEMEN LETS GET BEHIND OUR UNION AND MAKE IT STRONGER.
LEND NOT LISTEN TO THOSE FAKERS WHO ARE WATCHING OUT FOR THE BOSSES.
LETS SHOW THEM HOW IT SHOULD BE DONE!!!!!!!!!!!!!!!!!!!!!!