



WATERFRONT WORKER

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WAGE-CUTS AND THE WATERFRONT WORKER

CHRISTMAS FOR THE SHIPOWNERS

1933 will be the beginning of a new year and of a new agreement on the "Frisco" waterfront. It has been decreed that wages will be 75¢ an hour - a 10¢ wage-cut. Coming at the time of the festive season, this wage-cut is a regular Christmas present to the shipowners.

How did we come to give this Christmas present? Did we give it out of the fulness of our hearts, because we had more than we required? No, we gave it because we had to. Because the officials of the "Blue Book" to whom we are forced to pay 75¢ a month dues, betrayed us. And why wouldn't they since it is a shipowners company union. That's what they are there for.

This wage-cut comes at a time when the winter is becoming sharper. Not only will jobs be fewer as a result of the increase in speed-up, but wages will be less. Maybe we don't like it but the question arises "What are we to do". Individually we can do nothing. Some of us have got together, what's to prevent others from doing the same. If you ask this question of your partner the answer will be "Open your mouth and you will get blacklisted". We know this. It's nothing new. What's to prevent us from organizing small undercover groups of those whom we know on each dock. This is the only way we can lay the basis of a real union and protect ourselves as individuals.

This is what we are going to do so that when next Christmas comes around it will be the shipowners turn to give us a real Christmas present, and it won't be a wage-cut neither.

Following the example from back East a direct wage-cut of 10¢ an hour will be effective among all longshoremen coming under the "Blue Book" agreement, starting December 10th. The wage-cut was expected. As far back as October rumours coming from the B.B. officials created a pessimistic and disorganized attitude on the "Front".

Within the last few years, even worse than the direct wage-cuts, has been the shipowners method of getting more work for less wages through the speed-up that has been introduced, and "Frisco" is noted for being one of the worst ports in the world in this respect. With the introduction of the jitneys and the increase in the size of loads the shipowners demand every ounce of energy that they can get. They want "Producers". All old timers that cannot meet these requirements will be relegated to the scrap heap.

The shipowners have a double purpose in putting all old timers over a certain age on the spot. First they are afraid of the old time union men and second they want young blood that is green and can be driven. This is the shipowners program that has already been applied to the seamen and is now being put into effect with the longshoremen. Only a rank and file union can fight for the protection of its members. Its time we began to build the basis for such a union on the "Frisco" waterfront.

This paper is issued by a group of longshoremen for longshoremen. Write for the Waterfront Worker (Room 421), 830 Market St.



UNDER BELOW

- By the Hatch Tender -



Anyway, at least they can't say we did not give them ample warning. If they have anything to holler about you can show them this. What we are driving at is we are going to do a job, a regular spring cleaning, on some of the rottenness on "Frisco's" waterfront, and there is certainly plenty to expose. Anyway, we are giving them ample warning to stand clear from "Under Below".

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Talking about "getting on" in the world, Jensen, now a big shot in the Admiral Line at the time of the 1919 strike was one of those most instrumental in organizing the gang bosses "Harmony Club" which the shipowners used to build that well known dues collecting agency, the B.B. outfit.

But on the other hand take the case of Charley now driving winches on pier 28. He was ambitious also when he was gang boss for the Luckenback. At that time he sold moonshine from his thermos bottle at two bits a shot to all of his gang that did not want to be fired. Look at him now.

If you want another case look at Bob Nelson (not "Overtime" Nelson) who used to be walking boss on pier 35. He was mainly responsible for the introduction of the speed-up on the stool dock and even went so far as to fire old time union men and introduce his bum friends. After all he did for his boss and against his fellow workers the shipowners gave him the skids when it suited their purpose.

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What, broke again? How about trying Russian Lou? He only charges two bits a week interest for a five spot loan.

Write for the WATERFRONT WORKER
(Room 421) 830 Market St.

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A SHIPOWNERS OUTFIT

Recently when the men on the LASSCO docks were forced to join the "Blue Book" when the Matson Line took over, officials of the B.B. outfit told them that they would be "fair" with them - that a wage cut was coming. Way back at the end of October, Stein told longshoremen that the shipowners had informed the B.B. there would be a 20¢ wage-cut. What did the B.B. do about it? Well, what do you expect a shipowners outfit to do? Nothing at all.

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Stein has been in office for quite a while and ought to have enough salted away to retire on by now. He was actually a longshoreman once. When he worked on the docks he told the rest of the gang that "something was going to happen". Something did. He was put in the secretary's job by the shipowners.

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PAY DUES! - FOR WHAT?

Although it is reported that there is over \$30,000 in the "Blue Book" treasury the delegates are still doing their best to collect the 75¢ a month dues. Early in November, "Red", the B.B. delegate, had an argument on this matter in front of the



Matson docks. "Red" stopped a man from working because he had no "Blue Book". When the argument got hot "Red" made a pass for his hip pocket as though to reach for a gun or weapon.

Towards the end of November another argument arose in

front of pier 45. A longshoreman complained of the size of the loads. "Red" is said to have answered that it was none of the longshoremen's business. That the shipowners could make the loads any size they liked. Make your own comments.

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Speaking of rackets, here's something to figure out. The delegates of the "Blue Book" get \$55 a week. What for you ask? Well at least they know how to collect dues.

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What do you think of these demands for a campaign along the whole waterfront:

- 1) THE TREASURY OF THE B.B. TO BE UTILIZED FOR THE RELIEF OF UNEMPLOYED MEMBERS.
- 2) THAT PAYMENT OF DUES BE DISCONTINUED.

TOM MOONEY AND THE 1916 LONGSHOREMENS STRIKE

The Mooney Frame Up is again before the public as further evidence of the innocence of one of America's greatest labor leaders is brought forward by the statement of Paul Callicotte. The Frameup is closely connected with the 1916 coastal strike of longshoremen which began on June 1st and lasted till July 17th.

In May, following the Seattle Convention of the West Coast Riggers and Stevedores Union, notice was given the shipowners announcing a new wage schedule beginning June 1st. The shipowners refused to meet the demands and the strike was called.

The shipowners managed to utilize the Secretary of Labor, to telegraph to Madsen, secretary of the West Coast District of the Union, demanding a return to work, which was turned down by the strikers. The San Francisco Chamber of Commerce issued a statement claiming "interference with trade". Every other political maneuver was resorted to.

The strike was marked by sharp class battles. 38 scabs were beaten up and six strikers were injured and one killed. The events leading up to the shooting of this longshoreman, Tom Olson, were as follows: 250 scabs were living on a barge. One of them by the name of Hawkins, who left the decks, was later found beaten up, by the police who took him back aboard the barge, where the rest of the scabs became terror-stricken. The Chamber of Commerce bitterly complained of this action of the police in not taking him to a hospital. A day or two later, Tom Olson, while on the pickett line was shot when two scabs came ashore.

The shipowners did everything in their power, particularly through their newspapers, to discredit the longshoremen in the eyes of the general public. Through the Chamber of Commerce, a meeting of what they claimed were 2,000 "business men" organized a committee of "Law and Order", on the executive of which was the mayor of San Francisco.

This "Law and Order" committee was well equipped with an operating fund of more than 1,000,000 and in the first statement issued "Entered upon its work...free from any class spirit, to arouse in the community a sense of decency and courage, to relieve itself of the hampering influence of class domination (!!!). How did they put this avowed purpose into effect?

On July 10th, 1916, this "Law and Order" committee was organized. A week later, on July 17th, the longshoremen's strike ended,

and on July 22nd, the Preparedness Day bomb exploded on the corner of Stuart and Market Streets, a block from the waterfront, killing and injuring about fifty people. The "Law and Order" committee immediately connected up this outrage with the longshoremen's strike. A meeting, attended by 6,000 citizens, was held in the Auditorium, where the "lawlessness" of the strikers was brought to the fore as connected with the case. A week later Tom Mooney, an organizer of the Moulders Union, who also contributed to a radical paper called "The Blast", was arrested, together with Warren K Billings. Both were convicted on the evidence of individuals that have since confessed to perjury. But for the mass protest of the working class Mooney and Billings would have gone to the gallows.

The "Law and Order" committee also took advantage of the hysteria that they managed to work up to get a city ordinance passed against picketting. 400 telephone girls, operating in two shifts, called up every connection in the entire city and asked them to vote for this ordinance. Three years later however, during the 1919 longshoremen's strike this city ordinance was broken.

The 1916 longshoremen's strike was settled with an increase in wages and cost the shipowners \$2,500,000 in exports (their own report and figures).

The case of Tom Mooney is again before the public. Support the campaign.

DEMAND THE RELEASE OF TOM MOONEY.



TOM MOONEY

WHAT'S HAPPENING IN OTHER PORTS

North-west News: The I.L.A. agreement expires by Jan 1st, 1933 and it is expected that attempts will be made to cut wages down to the same as San Francisco which is usually the basis for other Pacific coast ports.

In Portland the unemployed situation is if anything worse than elsewhere as most of the old time union men have been displaced by the "shepherders".

In Tacoma, the same as in other ports, the star gangs get the cream of the jobs while the rest get casual work on a rota basis of \$6 work each.

In Seattle the shipowners recently made the offer to the I.L.A. of free room if they would move their office into the Fink Hall. The offer was rejected.

The speed-up has increased and the men estimate that they are doing just twice as much work for their money as they did a year ago.

The I.L.A. local in Seattle still has the fighting traditions of years ago and is bucking the bureaucracy of the North-west organizer, Bjorklund, who is falling in line with his boss, Ryan of the I.L.A. in New York, and is just as big a labor faker as any of the B.B. officials in San Francisco.

Further reports from the North-west indicate that a rank and file movement is beginning and that groups are being organized as the basis of committees of action. There are rumours that a North-west rank and file conference is to be called in the near future as the groups that are being organized begin to spread.

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San Pedro: About 20% of the longshoremen average only one days work a week. The rest about half of that time. A petition signed by 1,500 men was circulated as a protest against increased harbor rates which it claimed was driving trade away.

The policy of the shipowners "to create a permanent happy colony of longshoremen who are property owners" is proving a failure as unemployment increases. Quite a number of men who were brought in from Texas during the 1919 strike are beginning to kick since "Padre" has followed San Francisco with a 10¢ wage cut.

HEARD ON THE "FRONT"

Rumour has it, as they say in the newspaper society columns, that beginning with the new year the shipowners will introduce an age limit of around 40 years. Personally we don't think there is yet anything to it but you never know how far they will go especially in these days of speed-up. The physical examination racket is another trick that the shipowners hope to put over. It is high time we got together and did something about this, especially the old timers whom the boss has already put on the spot and is about to eliminate.

* * *

Here's something we ought to look out for. When longshoremen refused to work the seagoing fertilizer called the Lansing they introduced warehousemen to work with the crew at 50¢ an hour. This way of getting warehousemen to do longshore work for less wages was tried back east some time ago in Philadelphia and Baltimore.

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"The difference between narrow escapes and fatalities is often one of fractions of seconds, or fortunate landings" says Byron O Packard in a report on longshore working conditions. Don't we know it. Look at the following: Major injuries reported between 1928 - 31 for San Francisco, Los Angeles and Portland, were 9,947 while the total deaths were 39.

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"Frequency rate of accidents among the marine transport workers are almost twice that of land industries", was recently admitted by a stevedore bosses committee at the last merchant marine conference.

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One of the old timers on the Dollar Line docks estimates that as a result of the speed-up that the company introduced that six hours work is saved on every ship. No wonder they say the requirements for longshore work is a broad strong back.

SAFETY LAST

One man killed and two others hurt was the result of a boom collapsing at the Third Street job. The boom which was tested for 28 tons went to pieces under a load of 25 tons when an extension of about 10 feet was added.

 "What are the next steps" for the longshoremen on the "Frisco" waterfront? Look out for this in the next issue.
