From the very first beginnings of the ILA on the San Francisco waterfront, the ship owners showed that they were determined to keep the BB. Many men were knocked off at various docks and at different times for refusing to pay the BB dues or for belonging to the ILA. Despite of the demand of the majority of the longshore men to answer the shipowners with strike action to force the BB off the waterfront Holman & his side kickers refused to act and tried their best to prevent the rank and file from taking the initiative to act.

The Matson Co. has always taken the lead in the fight against the stevedores and it was there that a showdown had to come and did come in spite of all the efforts of Holman and his machine to hold the men back and thus give in to the shipowners attempts to save the BB. The strike on the Matson was more than a strike against the discrimination of 4 members of the ILA. It was a strike for the recognition of the unions. And for this reason it not only concerned the stevedores on the Matson but every stevedore on the front. The strike threw a strong light on many things. It showed that the shipowners are determined to fight it out and that the stevedores were just as determined. It showed, however, that little in the way of leadership can be expected from the top officials of the union or from the International.

The rank and file will have to develop leadership from its own ranks. None of the strike tactics that are used by workers everywhere were used. No organized mass picket line existed at any time during the strike. Much in this respect can be learned from the miners, who bring their families and all sympathetic workers into the picket line & organize picket lines in front of scab-herding agencies. No efforts were made to make the strike known to all the unemployed or the seamen on the Matson ships, or to call on them for support. No efforts were made to involve the teamsters.

The failure to take these steps, which are necessary to win any strike, was mainly due to the lack of a broad strike committee and to the fact that the Matson stevedores allowed themselves to be bullied into folding their arms by means of the old Rod Scare. The shipowners will always drag that out unless we act just as Scabby Peterson wants us to.

With the Matson ships tied up & support coming from San Pedro, the Northwest ports, and Australia, it was a mistake to submit to arbitration. The issue was clear. Either the Matson took back the four ILA members, or it didn't. What the striking Matson stevedores will get by arbitration is well illustrated by the fact that on the board of arbitration sits that well-known union-buster, Judge Sloas, who as a member of the Industrial Association was successful in the breaking up of the building trades union in San Francisco.

In this case we can accept no compromise. Either the shipowners recognize the union of our own choosing or they don't. We cannot allow ourselves to be blinded by so called "impartial" arbitrators. WE MUST STAND STRONG FOR THE NEXT MOVE!!

SMASH THE BLUE BOOK III
ACTIVITIES OF "WATERFRONT-WORKER" IN THE STRIKE

While the leadership of the ILA, the Holmans down to those that want to get in (the Rubbors) were busy making statements to the papers, that they could no longer hold the men in and the Waterfront Worker did its duty—3000 special DON'T SCAB editions were issued.

The group of longshoremen responsible for the Waterfront Worker was the only organized body that took any concrete steps whatever to fight the recruiting of scabs. The leaflet was issued on Tuesday night and Wednesday morning immediately followed the walkout, calling upon the other stevedores, the sea men, the teamsters and all workers not to scab. This leaflet was given wide distribution, in the Pink Hall, along the sewer road, at the Murray & Ready employment office, among the teamsters, all along the Oakland Waterfront, in North Beach Mission district, and every other place where a possibility of attempts at recruiting scabs might take place. This leaflet was very effective in accomplishing its purpose, proof of this is the fact that the shipowners found it impossible to hire seamen among any of the workers whom the leaflets reached.

One reason for the success of this leaflet was the fact that it had been preceded by another leaflet, which was distributed along the S F front just prior to the strike. This leaflet also called upon all workers to support the Matson stevedores in their demands. With the exception of two men, who are all workers elsewhere in this issue, these two leaflets received the heartfelt endorsement of all workers who read them.

The Waterfront Worker takes this opportunity to point out to the rest of the ILA members, that if they do not immediately take control of the organization, by means of rank & file dock committees on every dock, they will suffer disastrous results from the misleadership from the officialdom of the ILA.

EXPUL THE TREASURY THIEVES

Those responsible for the treasury shortage will try to use the excitement of the moment created by the Matson strike to escape punishment. Because a struggle with the shipowners for better conditions.

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NRA & COMPANY UNIONS

Dealing with workers through company unions is in full conformity with the NRA, said Robert L. Lund, Pres. of National Ass'n of Manufacturers, in a statement addressed to William Green, Pres. of the AFOC L.

Lund's statement dealt with Green's sham attack on company unions.

Lund complained that Green and other AFOC L. officials could not control the rank and file members, saying, "It is clear that a great deal of the organizing effort and agitation resulting from it is the work of men, some of them of very radical beliefs, who pay little attention to these leaders nominally representing them."

The National Association of Manufacturers says that 80 per cent of its members support NRA.

VOTE FOR WHOM?

The Waterfront Worker in looking over the 30 candidates and their platforms for the coming elections, recommends to all longshoremen to vote for the six Working Class Candidates.

Some candidates want votes beause they were born somewhere in S F or other, some because they belong to some order or other, others promise economy, but at who's expense they don't say.

We can all agree with the platform of the six Working Class Candidates: Cash Relief—Abolition of the Vagrancy Laws—No Evictions—Gas, water and electricity for the unemployed—Unemployed Relief at the expense of the rich taxpayer.


THE OLD RED HERRING

It is an old trick of the bosses that whenever the workers strike to better their conditions, they are accused of being Reds. According to Scabby Peterson and one or two misguided workers, any worker who doesn't agree with them is a Red. But what do we see? It was old Scabby himself who sent in scabs to the Matson Co and not the so-called Reds.

The best way to answer that is by uniting together and fighting our common enemy, the shipowners, in stead of fighting among ourselves.
We will need the pages of the WATERFRONT WORKER more than ever. Things will be happening—are happening—differences of opinion—meetings—Use the WATERFRONT WORKER to express yourself.

Address: 3470 19th Street

**FRANK WORDS FROM THE RANK AND FILE**

**Editor:**

Here's about Joe's gang of scalers of Pier 44 moving freight from one side of the dock to the other, getting 35 cents per hour while hundreds of longshoremen are idle. Why don't the I.L.A. correct this? We stevedores demand action, not promises as has been the case in the past.

A Stevedore.

**STRAW HAT BEN, HE'S NOT SO HOT**

About a year ago the Admiral Line canned Straw Hat Ben Knutson, but he was reinstated when he promised the Company that he could save them money—and how. He had the gang bosses tend hatch, thus doing away with one man. However, about 6 weeks ago the candy kid with the gum nose was demoted to hatch tender himself, kid-gloves and all! Since then he has lost even that job, and been relegated to the extra list.

We may mention here that besides wearing kid gloves and dressing...like he thinks the well dressed gigalo does he also wears a wig to keep his brains warm so he can hatch out more bright money-saving ideas for the Admiral Line.

A Stevedore.

**OVERHEARD ON THE FRONT**

Said one worker to another: "Say, John, I am a newcomer on the Front, looking for work. They call me a "prospector." Now I thought prospectors always had a jack-ass with them."

John: "Yes, but don't sit around and wait for the $1900 the Blue Book tells us we make, or you will be the jack-ass, and stare to death." Demand cash relief for all unemployed and part time workers!

**QUESTIONS TO MEMBERS OF THE I.L.A**

Should cops belong in I.L.A.? If not, what is McNulty, who is a probation officer, doing in the I.L.A.? The same people who sent the cops to protect the scabs on the Matson docks, most likely sent McNulty in to shoot on the members of the I.L.A. and also behind the scenes to run the I.L.A. through Holmen. McNulty hasn't worked on the beach for years so he has no business in our union now. Not until we get rid of McNulty and his kind will we have a fighting union which will protect our interests.

A Stevedore.

**FROM ONE WHO WANTS TO KNOW**

When Holman recently got up on the soap box and chirped about being ready to die for the stevedores he must have been very sure of his ground, considering that a hundred and fifty or two hundred dollars have gone to the doctor to make damn sure that Lee doesn't lose his life.

With us stevedores facing a battle, these dollars might be one of the things that will spell the difference between defeat and victory. Demand an accounting of all funds!!!

From a Stevedore.

**Bear Editor:**

The thousands of Charity workers who refused to scab during the Matson strike should receive the support of every stevedore on the Front in their fight for FAIR RELIEF.

From a Stevedore.
On the Nelsen pier 22, Dog-faced Nelsen is so in love with E.B. he has squawked to the men not to wear I.L.A. buttons.

Get wise, Dog Face. Remember the Matson strike.

**  **  **

**EVERETT WALK-OUT SUCCESSFUL**

A brief but successful walk-out occurred on the Everett waterfront, Oct. 5th. Resentment against a hiring system of favoritism and discrimination, under which straw-bosses would pick the men that they pleased, One hundred and forty men walked out of the Fink hall in a body.

Everett is one of the ports that have a duly elected grievance committee. This grievance committee informed the employers and in an hour's time Mr. Weber, head of the Fink hall arrived from Seattle to arbitrate matters. A meeting was called of over 100 men and Mr. Weber pleaded with them to give the company a break...not to hold them responsible for the action of their straw bosses.

After Weber left the hall the men took a vote...agreed to go back to work only if they be allowed to pick their own men to do the hiring and the other straw bosses be fired. These demands were granted and the men then went back to work.

**RECOGNITION THRU ARBITRATION?**

The argument that the Matson Co agreement to arbitrate amounts to recognition of the I.L.A. is but a stretch of the imagination.

What are the facts? In the first place the Matson Co is not arbitrating directly with the I.L.A. but thru an "impartial" board. In the second place after arbitration the Matson can still tell the longshoremen where to get off. The coal operators did that to the 100,000 miners and now they are striking. In recognition a second time. The only time the shipowners will recognize the I.L.A without a fight is when the I.L.A becomes as harmless as the B.B. What will be the gain then?

Last month on the Admiral dock, B L Thomsen got a bright idea. He had the car gangs load the cargo on board slings during the day, then sent the dock gang home, using only jitney drivers and hookers on dock--the hold gang worked thus halving overtime on half the gang.

Dear Editor:

The lot of the prospector is hard on the front. We must shape up early on the Embarcadero and if we don't make it which is usually the case, we go to various docks where ships are due. Some of us play some docks--others play other docks, but the story is always the same. It means long hours of waiting for the ship to dock, and then more waiting in the hope the Boss will pick us. And if we do get on it may last only an hour or so.

Now comes the question--how do we live? Well some of us live in the Rich street camp line on the skid road. Some of us who are married, work for the Charities and get in return, food that in most cases, could not be sold on the public markets, and for this rotten chuck we must work every third week.

Fellow stevedores and Waterfront workers: Demand cash instead of groceries. Demand cash at the expense of the very shipowners who are trying to force their rotten BB union on us.
In Jersey City, a man, unidentified, except for a button proving membership in a longshoremen's union, was found dead of starvation. In his pocket, he had one 5-cent piece, kept apparently for an emergency. The emergency came, and mercifully took him away.

Whatever is done will be done too late for him in this world.

**TAKE A TIP—MICKEY**

While you were out fighting the Waterfront Worker, Mickey Rowen, scabs were being hauled into the docks. What did you, as a Union stevedore do?

The Waterfront Worker issued a special bulletin calling on workers not to scab, which was given to seamen, longshoremen, teamsters, unemployed workers, and others, and you by your actions, tried hard to stop the only leaflets issued in support of the strike. The stevedores know, in spite of the write-up you received in the papers, that whether inontentional or not, you actually gave support to the shipowners by your actions. Continued similar actions may win for you the reputation of being a rat, and we certainly do not want this to happen, Mickey.

**GRACE LINE CUTS WAGES**

We together with other seamen on the Grace Line were made happy recently when we saw the Blue Eagle flying above. But our happiness didn't last long. They fired 19 Chinese stewards and replaced them at the rate of one white worker for every three Chinese fired.

Their next step was to cut wages 8%. When the Santa Barbara loaded out, a ships committee was organized with the result they didn't get the cut. The Grace Line has announced that under no circumstances must seamen who belong to the Marine Workers Industrial Union be hired.

A Seaman.

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Fellow stevedores: it is time that we forget what political beliefs the next worker has, when we are fighting for the betterment of our conditions; but rather we must unite in one common fight against rotten conditions existing on the beach. We must not be scared by the word Red. The bosses & their agents always try to keep the workers divided by calling the workers Reds because they strike and fight for better conditions.

**ILA OFFICIALS MAKE AGREEMENT TO CLOSE STRIKE**

New Orleans, La. Dock men working on the government owned Federal Barge Lines went on strike on Sept 11 tying this line up. These men demanded 50c an hour straight time, & 75¢ an hour for overtime. Six men hold a bond, four men to a car, two men to a bag. The Eight Hour day.

They got in touch with the ILA representatives, Darcy and Spencer who worked out an agreement to get the men back to work under the same conditions they were striking against. Being a government line, they got the recent Roosevelt 15% economy cut, reducing their pay to 34c an hour. The men work as long as necessary. Five men were cut off each gang.

During the strike there was no picketing, and scabs freely came to work. The strikers were placed warned by the Reds to beware of the Reds, or the government wouldn't negotiate with them.

This action was in distinct difference from the St Louis strike of last August where the bargemen led by the Marine Workers Industrial Union organized a strong picket line, and won all their demands.

Stockholm, Sweden—Following similar action taken in Danish ports, the longshoremen of Stockholm refused to unload the German freight or "Malkah", until it would pull down the Nazi flag it was flying.

**JUST SOMETHING TO REMEMBER**

The American Hawaiian Line reports profits of 105,818 dollars clear. A Senate investigation of ship subsidies now in progress discovered 68,900 dollars paid for carrying an entire pound of mail.

During the past fourteen years the government has paid to shipowners a total of 3 & a half billion dollars. According to reports of the 22 Annual Safety Congress recently held in Chicago, the Marine Industry is only exceeded in severity rates by foundry, quarry, cement, mining and plumbers. Therefore the Congress decided to still keep this industry on the list of hazardous occupations.

Continued from Page 2 Col 1

conditions is on it is doubly important for us that they do not escape. Now it is more important than ever that honest men lead the ILA. The trial of Holmen & others must take place immediately. If we found guilty, expelled.
In the last regular issue of the Waterfront Worker we carried an article dealing with the unity of white and Negro stevedores in which we pointed out the shipowners policy of playing one worker against another as a means of breaking a strike and warned all workers to be on guard against any attempt of the shipowners to divide our ranks and lower the living standard of all workers on the Front.

That our warning was well founded is proven by the following facts:

On Thursday, Oct 12, in North Beach, a meeting was called by one "Fat", a colored tool of the ship owners. About 50 Negroes, mostly unemployed, were present. After listening to a white representative of the Shipowners Ass'n make a long winded flowery speech in which he said, "If you will stand by us now we will stand by you later".

Later in the evening, at a resort on Post Street, between Webster & Fillmore, beer and sandwiches we were set up at the expense of the shipowners.

Last Saturday night in a cellar at North Beach (No.6, Stark St.) "Fat" again addressed a group of colored workers—this time only about 23 were present. This time he told them, "When you go to work, work as hard as you can, Build up a reputation, and maybe we can get a 5 year contract, when the strike is over".

After "Fat's" pretty speech, one Negro got up and spoke in spite of threats of violence, pointing out that they would only hurt themselves and that their own people would turn against them if they scabbed. Finally the entire gathering got up and walked out at the request of the speaker to show their solidarity with the strikers. They walked out leaving "Fat" and his secretary alone and bewildered in their foul basement.

WARR Good or BAD

With war preparations going strong, with shipments of war materials constantly increasing, some workers think war is OK. Look at the last war—we all had a chance to work...made good wages. Let us reason this out. First, is there a new world war to be declared and why? The statement that wars are fought to gain more kats, wealth, and to increase the power of a nation, is proven correct by the capitalist statement in "trade follows the flag". Lack of trade then becomes one of the conditions which creates wars. A check of figures show the U. S. is losing 60%.

Much of this trade however was lost due to the fact that there has been a tremendous drop in purchasing power throughout the world.

The fight for the remaining markets is keen and sharp. Therefore all nations who must sell their goods to make profits are spending untold billions to prepare to take the biggest slice of the world trade. The U. S. alone spent out of a public fund, 938 millions of dollars for the army and navy this year. And other states are pulled. Wages are constantly cut so competing nations will be in a better condition to undersell on the world markets. Proof of this is shown by every $10 in wages we workers got in 1926--today we only get $4.26. In addition to these prices are being boosted to 1926 levels.

We can readily see that even war preparation means more misery for us. At present, in addition to fighting among themselves, these capitalist nations are seeking to attack the Workers Republic, the Soviet Union, the only country in the world where wages go up, hours come down and there is no unemployment. War itself will mean 8% guaranteed profits for the bosses as provided by an act of Congress, and the army scale of pay for the workers.

SMASH THE BOSSES WAR PLANS
DEMAND THAT ALL WAR FUNDS BE USED FOR UNEMPLOYED RELIEF.
REFUSE TO SHIP WAR SUPPLIES.

NORWEGIAN MUNITION SHIP EXPLODES

Colombo, Ceylon—Through several rescued sailors picked up at sea it is learned that the Norwegian munition ship, "Himnoy" carrying a cargo to Hong Kong exploded 300 miles out from Colombo. The ship sank immediately with almost the entire crew.