While the San Francisco stevedores have been expectantly waiting for reports from Washington, on the Marine code hearings, the ship owners have been juggling the date about, so they might have ample opportunity to make amendments and changes to their proposed code. No hearings are held until the shipowners have had a chance to get together and iron out their own differences, and lay plans for the further worsening of the workers conditions.

And to make matters worse, J.P. Ryan, International President of the I.L.A., has been secretly meeting with a Mr. Oakley, of the Barber Line, who is a representative of the American Steamship Operators' Association. These secret meetings were held between Sept. 25th, and Oct. 25th, and the results have been, (a) an amendment to the proposed code of the shipowners, providing for the setting up of a board, called the "Code Authority", which will force the workers to accept arbitration in case of any labor disputes, whether the workers like it or not; (b) Ryan has issued statements calling upon the I.L.A. members "to give the shipowners a break. They aren't making any money".

(Continued on Page Two)
The ship-owners have been in a state of fevered anxiety since the code hearings have been pending, due to the rising tide of militancy as instanced by the many actions taken recently in the marine industry, such as the present strike of coastwise longshoremen in Philadelphia for 75¢ an hour and $.10 overtime—the Everett, Washington walkout against favoritism—the local strike here on the Watson dock against discrimination—the refusal by four East Coast ILA locals to accept Ryan's proposals. Indeed, the general recent demonstrations of solidarity between longshoremen and seamen during the SS Diamond Comet strike in Baltimore—the strike on the SS Corynor, also in Baltimore—the strike a few days ago on the SS Mt. Drifus in New York—The strike on the SS Hammond in New Orleans—and the fact that five season were fired two others quit because they refused to scab during the Watson strike here in Frisco—the fact that no seamen whatsoever during this strike scabbed—all these have driven the ship-owners to desperate measures.

The bosses have hung tightly to the scab-herding Company Unions such as the Blue Book. They are instituting various methods of blacklisting and terrorism, such as the Hooper-McCorrnick Co's forcing the seamen to join the Naval Reserve. Other measures have been the rise in stow-aways wage scale in Portland, Oregon, a few days ago, the hint that they may be raised all over the Coast and the 8¢ an hour raise on the East Coast for coastwise longshoremen.

But even these are only bones thrown to the workers. We must continue our fight for the $1.00 an hour scale, six hours a day. Even this is not a living wage.

The NRA, which is responsible for the rise in prices, has not increased employment, but, rather, has decreased it. Any of us who are working now may join the rank of the unemployed. We must fight for cash relief!

The issues are clear. All facts point out that we cannot trust the leadership of the Union to act according to our best interests. The program of the Waterfront Worker, of rank and file control through regularly elected committees in the only program which will win the demands of the workers.

The Waterfront Worker acknowledges several donations by stevedores amounting to $2.25. For which the Waterfront Worker thanks them. We appreciate all the donations. Help carry on the work by sending in donations to 3470 19th street.

San Francisco had an NRA parade on Monday, Nov. 6th which took about three hours to pass a given point.

Many industries were represented, including the shipping industry. In fact, one SS paper claimed there were 6,000 marchers in this parade, who represented the afore-mentioned shipping industries.

Six thousand, eh? We wonder why the shippers got so many marchers. Longshoremen could not have marched, in case they had been working on this particular Monday, they would have been too tired to march, and standing or walking up and down the front also has a very peculiar tiring effect on the lower extremities. Besides, the NRA has given us no benefit thus far. As soon as we get that $1.15 per hour and the six hour day, it won't be so bad.

(The above article taken from Arthur Coyle's column in the News last week speaks for itself—Ed)

*Meanwhile the drive to give employers a better break has one foot well inside the Blue Eagle's door. The local compliance board has already approved several applications to lengthen working hours, and is considering "granting relief" to several concerns which insist that higher wages are too great a burden. You can write it in the book that the rain of even an inch will be pushed as a precedent. The old-timers still nurse hopes of converting a rear-guard action into a counter-attack.

Some longshoremen have taken the attitude that the ILA is not going to do anything for us. They therefore refuse to pay dues themselves, and try to get other brothers to stop paying dues also.

The Waterfront Worker wishes to point out that while the ILA officials refuse to take any steps to better our conditions, placing all our faith in the NRA code, it is the duty of all longshoremen to belong to the ILA, and attend all its meetings.
FRANK WORDS FROM THE RANK

To the Longshoremen of the Waterfront News Press:

Just a few lines in regard to your Waterfront News, which have done so much for the stevedores of San Francisco. In some ways, but I do not believe that our action taken during the meetings of the ILA should be printed in your paper. Which paper is not sold only to the stevedores of San Francisco. But to everyone who has got a penny.

All action taken at our meetings concerns the members of the ILA only. And all members are familiar with our doings. Without the help of your paper. So if you longshoremen of the Waterfront press would be true to the ILA that you tell us you are members of, and not agitators, then you would help our union a good deal by stop broadcasting of our private affairs. And try to keep the pledge you took at your initiation.

The writer of this letter do not in any way belong to the office force of the ILA, and are not friendly to anyone but to all those who do what is right.

A Stevedore.

I bet you will not print this letter.

Editor's Note:

In answer to the above we print your letter not because we take it in the spirit of accepting a dare. We wish however to point out you are all wrong about this secrecy stuff. A union such as the ILA cannot hide its mistakes. We don't stick our heads in the sand or grass either. Every mistake we make is the bosses gain. The Waterfront Worker is trying to build our union so it will be able to improve our conditions. That's to the interest of all of us. You too. Take the wool off your eyes.

Editor, Waterfront Worker:

You asked for articles from stevedores so I will get something off my chest.

Holman spent $107 on personal doctor bills, threw our money away without keeping any books, some of the receipt books are still unaccounted for along with several hundred dollars of union money. In fact, because of poor management we are now in such financial straits that we have to take up a collection to bury Brother Helwick who died recently.

It is my opinion that we should remove from office those who have shown by past actions that they are not capable of leading the stevedores in the fight to better conditions.

If the officials in the past were not able to organize and conduct a union in an organized manner, we may be sure they will not do so in the future.

A Stevedore

Editor:

The Chamberlin Steamship Company Pier 11, keeps men waiting around at night for ships without paying waiting time. They have the nasty habit of working the men holidays and overtime with out overtime pay.

We have heard repeated complaints have been made to the ILA officials, but no action has been taken.

Another Stevedore

Editor's Note:

We, the stevedores, must demand action in such cases as these. It is high time we organized dock Committees to stop this abuse. Also demand official action of the ILA.
One of the strikebreakers who scabbed on the Matson docks was told by the men on the docks he was not wanted around there. He walked over to the banana docks, where the bosses came out and checked him in.

This has been going on on quite a few docks lately and we should take a tip—the bosses are preparing for something. Are you preparing to meet their attacks?

**JITNEY DRIVERS FIGHT CUT**

The other day at Howard Terminal the boss put a jitney driver moving cargo. He then got one of the drivers who work on the Terminal handling the long haul work but only get 50 cents an hour. Other drivers walked off also.

Ed. note. It’s just things like this that make it necessary to take dock action. The whole gang walk off. Demand equal pay for equal work, to everyone doing work on the docks.

Editor:

The Calif. Stevedoring Co. is now giving the gangs fifteen minutes extra for dinner when moving from Alameda to Oakland, etc.

This concession was won by us only because we are organized. A better organization will win us decent conditions.

A Stevedore

California Stevedoring Company forces men to ride public conveyances, no private cars. In case men work on an isolated dock, this is very inconvenient.

Recently a law was passed that anyone taking anybody to or from work in his car will have to pay a license of $25. What will they do to us next?

On the Matson the other day an extra gang was picked to work Lurline. Pullman was walking the ship. But next morning he took the regular gangs across the Bay. Haskell then took over the ship, but instead of calling the extra gang, which was intact, he picked another gang of extra men.

Remember the Matson strike Haskell!

Editor, Waterfront Worker

Nov. 13, 1933

The Waterfront Worker has always advocated the list system of hiring longshoremen. Today I saw a proposed list system of hiring posted up in the hall. If this is the way a list works, I think the gang system is better.

Under the present system, I can quit any time I like without giving one hour notice. I did not see anything in the list about the boss having to give a man notice before he cans him. An other thing that the list says is that some men are not physically fit to work in the hold. I do not work in the hold, but it is not because I can’t or an unfit but because I don’t like to; but under this system, it looks like I would have to take a medical examination before I could. If this is the kind of list system the paper has said so much about I hope we don’t get it, but if you have a system that is better I wish you would publish it in the paper.

Editor’s Note:

The Waterfront Worker certainly does not support such a list system as the one posted in the hall. To us it appears as good a system as the ship-owners themselves could draw up.

However the Waterfront Worker will work up a system and print same in an early issue, probably the next one.

Editor
Red at the ES is recruiting men from the boat's joints and some companies in sending to the ES halls for gange.

One day last week the Grace Line sent to the ES Hall for men, none were available. The Grace then sent to the Admiral docks for two ganges. These stevedores refused to go to work before getting permission from the ILA.

A Stevedore

While on most of the docks the men wear buttons, there are some docks where they don't. It was necessary to have three strikes on the waterfront to stop discrimination against men who were wearing ILA buttons.

Every man should wear his button to show his support of the ILA.

On the Maison Dock Saturday morning, Nov. 4th, there was a couple with a four year-old little girl. They had been in Frisco three days and in that time had eaten but a few cold snacks. They had slept wherever there was a warm spot, in waiting rooms, etc. They had gone to the Community Chest, but had been denied aid, as they had not been in the City long enough. The young man, his wife and baby were sent out into the streets again. He wandered down to the Maison Dock, where a sympathetic cab driver heard his story and quickly collected $3.67 from among the dockers, who were waiting for the Yale to tie up.

It has always been, the workers are always ready to share their worldly possessions with their fellow longshoremen—but fellow longshoremen, it is not enough to share our worldly possessions, we must build UNITY and SOLIDARITY among our fellow-workers. Our working mate's grievance is our grievance. The unemployed worker who is fighting for the right to live is our fight. The part-time worker on the front who is fighting for a day to day struggle for existence is the struggle of all workers on the front.

We must express our SOLIDARITY to our class.

We must demand a permanent system of Unemployment Insurance to be paid by the Federal Government and the Bosses to all unemployed workers who are unemployed through no fault of their own.

Led by the Marine Workers Industrial Union the crew of the SS Mount Drifus won a fifty per cent increase in wages and other improvements of their working conditions after striking for four days.

Last Saturday a member of the MWU went on board and spoke to the crew. He spent five hours in the crew's quarters. At the end of his visit a ship's committee was elected, backed one hundred per cent by the rank and file. They declared a strike on Monday and presented a petition to the captain and owners of the vessel.

The ship's officers tried to get scabs but were thwarted in this attempt by the waterfront Unemployed Council, which helped the ship's crew set up picket lines.

The strike was settled on Thursday after Captain K. Filarets added his name to the petition along with the names of the ship's committee and Alexander Bell of the MWU.

Everett, Washington

The ILA at the last meeting place passed a resolution protesting the sending of warships to Cuba, and demanding their immediate withdrawal. There was but one dissenting vote. Later that voter explained that he was drunk, and thought he was voting in favor of it.

This is further indication of the influence of the rank and file opposition group in the ILA. Action has been continuously developed by the group, such as forcing the Fink Hall to fire discriminating gang bosses, initiating a campaign for a rotary system of employment as well as the election of all grievance committee to handle all cases of discrimination, grievances, etc. that exist.

Local 808 of ILA, in Red Hook, Brooklyn, New York, went on record this membership meeting today to reject the new agreement settled upon by the leadership & the shipowners. The local called upon other locals of the ILA to support them, and arranged a central mass meeting.
NOTICE SAN PEDRO STEVEDORES!

The last page of the Waterfront Worker will be devoted to Pedro news. We are in touch with a group of longshoremen in Pedro. We hope soon to issue a Pedro Waterfront Worker. All stevedores are asked to send in Job news, articles, and donations to 3470 19th St. S.F.

San Pedro, Now.

The shipowners' agents have attempted to pull a fast one on the San Pedro Longshoremen, but they didn't get away with it. They proposed to the men in the Fink Hall that they elect committees off each dock to meet with Fink Hall representatives and the shipowners (accomplished much)(I was there. How about the thought of rotten wages, hours, and working conditions. This would be one of the ways to break the Union. The men, however, did not fall for this. Only a few sincere but miseducated and confused workers from the Luckenbach showed up.

Those of us who heard Bjorklund's speech at the last ILA meeting will remember his heated charges concerning the Waterfront Worker. His statement that the paper here and up and down the coast has not done the longshoremen any good, and that he, as a practical longshoreman has accomplished much more, may go over big with some, but we think that the greater part of the workers on the front know otherwise.

For instance, how many longshoremen see Bjorklund doing anything on this front? Last year, when rotten conditions were at their worst, when, if any man even thought of kicking, he was put on the sidewalk on aurry and kept there. How about the cut in wages taken through the Blue Book from 90 cents to 85 and then to 75? With the loss of the traveling time, and the huge increase in the size of the loads? Bjorklund was not here then, but the Waterfront Worker was on the job, pointing out the need of fighting organizations to stop these things, exposing the Blue Book, Ship-owner's, and the different bosses that were the cause of it.

Where On Where Has Our Money All Gone? -

Long-suffering stevedores are still wondering where their money is kept. Stein seems to be the only one that knows and he won't tell. If he is as honest as he tells us he is, why don't he show us where surplus funds are kept, and how much his salary is as secretary and treasurer of the B.D. In other words, we are wondering what that man's salary must be.

For the past three years, some stevedores have had to live on charity. But Stein lives in his beautiful house in San Mateo. His furniture that was bought new a few years ago when he bought his home, was not good enough. He turned it in and bought $2400 more. He also bought a new Hudson car, and of course a son of Stein's could not be allowed to walk to school, so he bought a car for his fourteen year old son.

His wife is trying to climb the social ladder and belong to various clubs. She entertains these bridge parasites in her home—we know charity don't pay for that. Stein belongs to various high-powered lodges in fact the salary that he should have drawn honestly on the waterfront would not have paid his bootlegger some weeks around Christmas when some of the drunk-en sprees were in progress in his home.

His latest venture was a summer home in Rio Nido on the Russian River, so he could have a place to go over the weekend after his hard week of labor.

There are two classes of men still giving money to the DD. First, the ones that have their bread and butter because Stein is the big shot. Various brothers-in-law and other relations, and then there is still a few that are suckers enough to let Stein fill them with his hot air. But most of the stevedores are hot-air proof now, and refuse to pay money into any organization that has at its head a political tool like Stein.

A Stevedore

More on Stein in the next issue.

The Waterfront Worker needs you.