CODE HEARING BEARS FRUIT!

MORE A.F.O.C.I.-SHIPOWNERS FRAME-UPS
EXPOSED

In July, thousands of stevedores joined the I.L.A. on the basis of a code drawn up by a rank and file committee—$1.00 an hour—6 hours a day.

On the Atlantic CoastRyan signed a code despite the protests of five locals calling for 7½ an hour, $1.20 overtime to 18 men to a gang—distributed as their desire—to waiting time, no safety clauses; disputes to be settled by arbitration. Ryan's code approved of Govt. hiring halls to promote the scheme of "decasualization." The shippers code calls for a minimum wage of 40¢ an hour, 44 hours a week.

Codes of the labor-masters, Ryan of the I.L.A., Scharenberg, of the I.S.U., and the code of the American S.S. Operators Assn., all have no-strike clauses.

The latest deal—or steal—to take away our right to strike, and deliver us, hog-tied to the shippers, was Cutright's TOTAL DISREgard of HIS INSTRUCTIONS FROM THE FRISCO LOCAL TO VOTE AGAINST THE GOVT.'s HIRING HALLS AND NOT OBEY THE LOCAL IN ANY OTHER WAY. NEVER-MELESS, HE SITS ON A PACIFIC COAST BOARD WHICH WILL DECIDE WHEN AND IF WE ARE TO STRIKE.

Despite efforts to take away our right to strike, and to put over a starvation code on us, the workers are fighting back.

In Baltimore, the Goatswise longshoremen struck for a wage increase, and as soon as organized by the Marine Workers' Industrial Union, tied up both ships and docks in order to carry on a winning fight. New York shipowners, fearful of a fight, compromised with Ryan for 85¢ an hour.

Here in Frisco, 500 men went out on the Matson docks, forcing the rerouting of many local orders for belonging to the I.L.A.

But the shippers have a few more cards up their sleeves. They are paying different scales in order to split us up. They are paying for a SOLID FRONT wages on the Columbia River, but less than 85¢ an hour. The Dollar docks in Seattle pay $90 an hour. The Crescent docks in Pedro pay $1.00 and $1.50 if the man sign an agreement with no union conditions mentioned. American Haywire pays penalties. No one has been forced to consider paying the old scale of 90¢ an hour.

For more information, we can give you information.

THE LAST REGULAR MEET.

Last meeting brought out a lot of things we must make up to. So much noise was made, that many of us could not keep track of all that went on.

When the point was raised regarding the Portland Convention, and a motion was made to send a delegate-one well versed in parliamentary order (so as to fool the workers) the motion was amended to the effect that Cutright would go. Then a substitute motion was made to elect a delegate of the floor. But Chairman Johnson was already primed by the office that Cutright was to go, so he ruled the substitute motion out of order.

Cutright was instructed to vote against the Govt. hiring hall, and not commit the Union in any other way. He promised to notify the Local of any change in the situation.

Then the Board of Trustees, despite all threats made against their person brought in the financial report. They pointed out that the Union is going in the hole at the rate of $400 a month for October. They recommended that the office force be cut from 5 men to 2, that the payroll of the Union be cut from 9 men to 5.

Those recommendations were bitterly attacked by the office. They said, "What's the use? Wait until the end of the strike day!"

The strike was continued until the men got disgusted and left, and finally there was not a quorum left.

BE ON LOOKOUT! THIS QUESTION WAS LAI'D OVER; IT WILL COME UP UNDER UNFINISHED BUSINESS NEXT MEETING.

We will soon be fighting the shipowners, and all the letters written by Cutright, the Number One Business Agent, to his phony politician friends will not be worth as much one buck in the treasury of the Union.

THE WATERFRONT WORKER IS PUT OUT

BY A GROUP OF RANK AND FILE STEVEDORES IN THE I.L.A.

Send all communications to

3470 19th Street, San Francisco
This year's palm for ingenious schemes goes to the super who introduced the galvanized sheet-iron boards for general cargo. They say he managed to get 118 coils of copper wire--he might have taken more, but that was all there was--each weighing about fifty pounds, or three tons altogether stowed on one board. We hope this practice continues, as well as the double loads of fish cases now being introduced by the Griffiths and W W. Such practices can only result in the final limiting of loads by agreement. The Pacific Coast is about the only place in the world where loads, size of longshore and dock gang is not regulated. With a real union on the beach, this will come as a matter of course, unless the shipowners take action to keep loads within reason.

Is there any reason why the practice of shipping paint while cargo is being loaded could not be stopped? The unseaworthy din kicked up makes it impossible for the hatch tender to make himself heard by the men below. He can give no warning of danger, and the men below can't hear the winches. Why not just stop and stand by till they get through shipping? It would be a break for the sailors, too.

SIT ALL THESE BE FORGOTTEN?

How would the average longshoreman like to draw a salary of Five Million, Three Hundred and Five Thousand, Six Hundred and Ninety-Five dollars a year? Sounds like the dream of some hop-head, doesn't it? But Mr. J.R. Dollar does not consider it a dream, because he is the guy who got all that dough, just for handling U.S. Government Mail on ships built at Governmental expense. And that ain't all he got, either. He was the recipient of $5,749, 949 of taxpayers' money aside from the other sum mentioned above.

Little Herbie Flaischacker, we hear, is going to apply for city aid. Herbie, who controls the cleaning and dying industry in San Francisco, only got a measly $3, 685, 763. Tough on the poor guy, eh?

For the benefit of some of the guys on the front who keep mentioning about the starving shipowners, do you know that the poverty-stricken Dollar Line only made $22, 119, 283 on the ships gotten from the government? Small dough. Small dough.

The above facts came to light through the Senate committee investigating ocean mail contracts, and was published in the San Francisco News on Nov. 28, Page 3.

Say, by the way, I wonder what the average stevedore made on the Friesco front last year?

The shipowners make a huge profit, while we, the sweating and toiling stevedores shape up every morning, and then plug the docks, looking for work; and the miserable pay checks we get are enough to make a man mad enough to spit in the face of Max Baer.

What we need is action from the I.L.A. and its membership. We should have the six-hour day, and the thirty-hour week, with the $1.00 an hour we demanded in our proposed code. We should have less of the damned speed-up, and a minimum amount of work a week.

We are getting sick and tired of guys like Dollar and little Herbie getting the turkey, and the honest workers; many with a family to support, not even getting the gravy. Its about time something was done about it, and its up to us stevedores to do it.
Dog-face Nelson is changing policy. The other day the men stood by from 8 till 2:30, and the old boy gave them time from 1 o'clock.

An ILA man, with button on cap, asked Emil Larsen of the Dollar dock for a job the other day. Emil, the Danish "draw-back" shouted, "Take that damn button off your cap, and maybe you will get a job!"

The California S. Co., the other day sent the men to dinner and then kept them waiting on the dock until 3:30 before they turned again, and the wait was without pay.

A good dock committee would stop such practices as that, but as the ILA has 3 delegates on the Front, they should investigate such grievances as these, and maybe they would earn their 35 per.

The shipping column of the Examiner carried an article telling about the death of Theodore Hansen, ex-sea-captain of Marshfield, Oregon, who collapsed in the hold of the steam schooner Solani. He had collapsed after thirty minutes work in the hold loading cargo for Portland.

What the Examiner forgot to mention was the fact that Hansen collapsed from overwork. We must fight against the killing speed up system the bosses have on the waterfront.

B.B. and Scabs

Before the Matson strike, a well-dressed youth approached the car gang boss of the Dollar Dock and asked for a job, stating that he was sent by Emil Larsen. The car boss answered that there was nothing doing, as things were pretty slow. The bright young fellow then pulled a BB from his pocket and asked if the boss was interested, and said that Fred Wick was a personal friend of his. Again the boss told him no and the fellow left. After the Matson strike the young hopeful was seen again around the Dollar docks, and was recognized as a scab-who worked the Matson dock during the strike.

It is about time that the scabs and finks on the docks be made known and exposed before the workers on all the docks.
Editor, Waterfront Worker:

The regular meeting of Nov. 20th was very well attended, proving that the members are still interested in their Union, in spite of the financial report brought in by the Board of Trustees.

The proposal or notion made by the Board of Trustees—-man in the light suit—was to try mind a timely one, namely, to cut down on the office force. I wish to complain this brother on his courageous stand. His notion was seconded from the floor, before coming to a vote—however, the meeting was adjourned on account of lack of a quorum.

The brothers on the platform made great long-winded speeches arguing against a cut in the office force. These long-winded speeches caused the members to howl by the dozen, which was just what the gentlemen on the platform wanted, in order to adjourn the meeting. Any alert Union man will know that this is an old Spanish Custom. I therefore appeal to all members to remain in the hall until all business is completed to the full satisfaction of all concerned.

I was very much pleased when the idea of hiring a hall under Government supervision was defeated. This was merely an attempt by the ship-owners to give us another Pink Hall under another name.

Remember the old proverb, "a shank by any other name would smell just as bad.

—Oakland Longshoreman.

Editor, Waterfront Worker:

The Pink Fertilizer Co. did not pay the regular money on handling this fish meal. They said it was refined, but misguided, if this stuff is refined, I wish they would smell it in the raw. One day, I got on a streetcar after work; it was twelve hours on this refined fertilizer, and all the passengers got off the next block. The conductor raised hall. He said, "What did you come from? Must be dead and don't know it." Even my wife chased me out, and I had to undress on the back porch, and it was cold.

Well, Brother Lewis came over, and had a talk with the big-shots, and they agreed to pay the regular fertilizer rates.

But we should have more action from the Union officials, it wouldn't hurt anything.

I am sending two-bits with this letter for the Waterfront Worker. Even my wife gets a kick out of the paper.

Editor, Waterfront Worker:

We men on Pier 11 made a holler about being sent to Oakland with out being paid for it. It was reported to the IIA hall, and Brother Lewis investigated, and Chamberlain, the big guy on the dock, said that he did not know anything about it, but if it was true, he would see to it that it was corrected.

I am of the opinion that if the Union officials would take a more aggressive attitude towards these bosses, and apply a little more pressure, we could clear up a lot of these grievances.

I would also like to see printed in the W.W., more news of what the delegates are doing to earn their money.

—Another Stevedore.

(More Letters on Page Five)
Chester, Pa.

Chester longshoremen expressed their solidarity with the Philadelphia longshoremen by refusing to load cargoes for two Southern Steamship Co. boats, the SS San Antonio, and the SS City of Dallas, which were shifted to that port for the purpose of loading pipe. When the City of Dallas was sent to Chester to load pipe, the Chester longshoremen twice cut the ship loose from its mooring. The seamen of the SS San Antonio refused to operate winches for the scabbing Co. of the entire crew, only two oilers operated winches.

As a result of the solidarity of the Chester longshoremen with the Philadelphia longshoremen, the two boats were forced to return to Pier 46, Phil., without an ounce of cargo in their holds.

Editor:
I wonder what Geo. Haskell thought when he saw his chief bottle boy the morning after the last meeting of the ILA. That shiner will be long remembered by every man on the Matson docks.
The tactics that have got you by on the Matson docks won't get you to first base in the ILA.

Think that over, Take.

--Stvedore.

The dock-workers of Zaandam, Holland, refused to unload 3 German ships flying the bloody swastika. The flag was pulled down and the dockers turned to. The port officers got in touch with Hamburg, and the Nazi murderers ordered the swastika to be raised. But the Dutch workers had something to say about that, and so they again walked off, and firmly refused to touch the cargo until the hideous emblem of Hitler's butchery was torn down.

Longshoremen on the Frisco Front, take an example from the heroic Dutch workers! Refuse to touch the ships flying the rag of brutal suppression of the German workers!

Boston, Nov. 21—When the crew's of the SS Mundixie walked off on strike, the longshoremen and coal coal-trimmers walked off in solidarity, leaving the ship completely dead. So dead, in fact, that the Captain and officials of the do granted all demands in a few hours.

Big-Shot Stein

When Stein got to be big shot on the waterfront, many of his friends and relatives got a job, and the big depression has not hurt them like it has some of the rest of us. But Stein's only brother does not share in his glory. He worked for some time on the waterfront, but he has a hobby of wanting to preach the gospel, and was always trying to convert Stein. He also embarrassed the Big Shot by going into Pink Hall and speaking his mind about the graft that was going on the Waterfront, and political circles in general, with this result, that he is not allowed to work on the waterfront any more. He has been a source of trouble to Stein, and a great embarrassment to Stein's wife, as she travels in high society, and they don't like it known that this brother sleeps in the flophouses, eats at the free soup kitchens, and panhandles on the street.

Stein has given this brother money many times to get him out of the way, and he goes forawhile, but like a bad penny he always returns. He is an honest sort of fellow, always tells the truth and shames the devil—no wonder Stein is ashamed of him and wants to keep him off the waterfront.
KING GEORGE'S MAIL

His Royal Majesty's mail, en-route to Australia, was held up two hours last week. The Maungani, of the Union Line, steamed into port last week with a sick fireman aboard who was transferred ashore to the Marine Hospital.

A call was sent to the Fink Hall for a replacement, and Scabby Peterson sent up a fireman. The replacement was met at the gang-plank by the ship's delegate, and asked for his Union book, as it is a very peculiar custom in Australia that all workers must belong to trade unions. As the fireman could not produce a book, he was told that he could not ship.

The Captain raised hell, and belittled, "I am running this ship!" Whereupon, the crew, to prove to the honorable skipper just who was running the ship, killed all the fires, and His Majesty's mail was aboard a ship with dead boilers.

Immediately the Captain got busy, San Francisco was combed with a fine-toothed comb, until a union fireman was found, and signed on. The boilers were then fired, and His Majesty's mail was soon en-route. The downtown papers carried an account that the Maungani was held up on account of abundant cargo. Extraordinary. Really.

What the Ausies did can be done also by the San Francisco steevedores. Build a strong I.L.A. controlled by rank and file members by means of elected Dock Committees backed up by a militant rank and file membership.

To the Editor:

The other day on the American Hawaiian dock, about 40 ship scales were over the side working with air-hammers. There was so much noise, you couldn't hear your own voice. If there was a serious accident in the hold, you could never make anyone on deck hear you. As it was, one of the gang had his finger smashed, and nobody knew it till he came on deck.

There are big signs on the dock; safety first, watch your step, etc., but the shipowners don't believe in signs. As a longshoreman and a member of the I.L.A., I do not want to get a load of oil drums or what-not down the back of my neck. The shipowners must be forced to recognize safety devices and use all precautions to safeguard the lives of the workers. How about the I.L.A. taking some action? If the Union officials in the Hall would get off their--

SAN PEDRO NEWS

News from San Pedro is not coming in very fast. If the Watersfront Worker is not given more cooperation from the San Pedro longshoremen, we will have to discontinue the Pedro Page. Send all news to 3470 19th St., S.F.

Nov. 25th—when Bert Larsen was injured here on the S.S. Toshio Maru, the company fired the gang-boss and Larsen's gang. At the time Larsen was hurt, the boss was trying to work three ships at one time. It is due directly to such speed-up, forced onto the steevedores that these accidents happen, and Larsen lies in the hospital with the loss of one foot, and other injuries. The company tries to cover up its own negligence by victimizing the workers on the job. We must fight such tactics of the bosses by mass action.

SHELL OIL SHOWS ITS TEETH

The U.S. Dept. of Immigration holds 33 striking Chinese seamen here for deportation to Singapore. Charged with mutiny, these workers were arrested at the behest of Capt. B.C. Protero.

The men shipped in Singapore on the Shell Oil tanker Clan 6 months ago, and have not been ashore since. Paid the starvation wage of $15 a mo., and forced to sleep on deck because of no accommodations.

Another crew was shipped in the Fink Hall, but they refused to take the ship out unless they were paid $70 a month, and new quarters were built. After a delay of two days, the company agreed to these demands.

FLASH!!

AB WE GO TO "PRESS" WORD COMES FROM SAN PEDRO THAT THE RANK AND FILE OF THE PEDRO I.L.A. HAVE GONE ON RECORD DEMANDING THE IMMEDIATE WITHDRAWAL OF ALL CHARGES AGAINST THE CHINESE SEAMEN; AND DEMANDING THAT THEY BE SENT BACK TO THEIR HOMES IN CHINA, AND NOT TO A PORT WHERE THEY MAY BE BOTHERED BY THE FASCIST GOVT. IN CONTROL THERE.

Get on the docks more, we wouldn't have to work under such lousy conditions.

We think that Larsen's gang should be reinstated. They were cut off and forgotten.

A.H. Stevedore.