WHAT DOES "THE NEWS LETTER" MEAN?

Like the rest of the stowhores we have signed up in the I.L.A. and paid the 50%. Like the rest of the stowhores we are fed up with the B.B. and have organized to finally smash it. It is now up to us to make the new union a real fighting weapon of the stowhores and ready to win better wages and working conditions and to protect all our interests. To do this we ourselves must take control of our organization. The "News Letter" issued by a self appointed executive board has convinced us that we must start doing this immediately. What does this letter contain? And what does it mean to us?

To the surprise of everyone we find out that a complete slate of officers has been installed without a meeting of the men, without the men voting on it or even being consulted on it. This in spite of the fact that a meeting has been promised us daily for two weeks. We also find that there is also an executive board! Who elected it? Have we any say in these things?

This letter further states that "Communications have been forwarded to waterfront employers requesting conference for the purpose of considering proper wages and conditions of work." The "News Letter" speaks of a secret ballot? We must remember that that was demanded by the ship owners from the K.S. Bock in the 1919 strike. They did not demand that for our good. Experience has shown that the secret ballot can easily be fooled with.

Men elected by the stowhores themselves must handle these matters. This slate of officials, this executive board, are not the doing of the men who signed for the I.L.A. They are self elected. We have time and again pointed out the sell-outs put over by the high officials of the I.L.A. in other ports when the men allowed a few officials to take their union away from them and run it to suit themselves. (New Orleans strike sell-out: acceptance of two wage cuts in Tacoma without an attempt at a comeback. President Ryan importing seeds to break the spirit of the Boston stowhores in 1931.)

This is bound to happen when the men themselves do not become active in building and running the organization. When the men allow a few officials to run the outfit, the majority lose interest in it and another B.B. is the result. We have had 14 years of the

(Continued on page 2)

CREW OF S.S. MAKURA STRIKE IN FRISCO.

After refusing to work for the last four days the crew of the New Zealand S.S. Makura finally forced the captain to accede to their demand for the regular $10 draw on their wages at current rates of exchange. All kinds of promises were made by the captain in an effort to get them to turn to. Only their determination that the ship would not sail till all demands were granted forced a complete surrender by the Company.

STILL SPEEDING UP

Editor Waterfront Worker:
The ways and means committee for speeding up production at Pier 26 has been at work again.

This time it is decided that as six slabs of copper in a load was it sufficient to keep the gangs busy every second of the time, why not make it seven. Well, seven it has become, and unless some steps are taken to prevent it, we will probably soon be sliding eight.

Here's wishing you luck with the paper, and we hope you keep up the good work.

A waterfront worker
Despite the fact that the various waterfront craft unions were affiliated together in Federations or Marine Councils from time to time, craft rivalry continued on the Frisco Waterfront and at times broke out into open hostility. Under these conditions the life of the central affiliate body was of short duration.

One of the earliest domestic squabbles we can record was in October 1897 when the Steership men's Union was expelled from the federated trades and Labor Council for "underbidding" (craft scabbing) in a jurisdictional fight. It readmitted the F. T. and L. C. two years later, but again withdrew in 1899 and organized the City Front Labor Council which finally amalgamated with the F. T. and L. C. a year later.

The successor to the City Front Labor Council was formed in 1901. The life of this central affiliate body was as short-lived as its predecessors. In 1902 slumbering rivalry broke out again. Without warning the Longshoremen's Convention changed the name of the Union to the International Longshore Marine Transport Workers' Ass'n. This alarmed the officials of the I. S. U. who feared the absorption of their union and incidentally their pig card jobs. The fight was carried into several conventions of the A. F. of L. before the longshoremen were finally forced to resume their old craft union title.

Of all the craft union officials who opposed industrial unity, Andy Perushot of the I. S. U. was probably one of the most bitter. Under such "leadership" the I. S. U. refused to support the 1919 longshore strike and later the 1919 strike when they withdrew from the Waterfront Federation which also went out of existence.

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**NEWS FROM THE BANANA WHARF**

(continuation)

Admiral Nelson, formerly of Pier #35 but at present on Pier #46 has "failed" to look out for the interest of some of his underlings. Billy Snow who was a good loyal subordinate under the Admiral, is at present putting some weight on his shoulders. (Carrying bananas)
Waterfront Worker,
Fellow Stevedores:

The "Blue Book" is going to hell fast from now on, thanks to the "Waterfront Worker". In the Waterfront Worker if I recollect correctly, I read that if we would organize into a union of our own we could easily make the shipowner and stevedore contractor give us a nice Christmas present instead of giving them one more this coming Christmas.

June 23 the "Daily News" comes out with the news about the national industrial recovery act, telling how a worker has the right under that act to choose his own union.

A guy by the name of Lee Holman also read the same in the News, and takes advantage of it by getting himself connected with the I.L.A. in Tacoma, Washington, the secretary of the Tacoma, I.L.A. Mr. Bjorglunder put Mr. Lee Holman wise how to go about it.

Monday, June 26, 1933 down comes Mr. Lee Holman, selling organized labor for 50¢ apiece. Pretty good I. Who has been putting the spirit in us that we want to organize? No one but the Waterfront Worker. I take off my hat to your paper, because it is sincere and stands only for us workers.

On everybody's lips is who is Holman? Some say he was in the Charity and Barter Rackets until he found out there was not much in it. According to what I hear on the water front his reputation is not very good. Well, we'll see.

When we get right down to business and start electing our officials for the new union, we should attend those meetings and elect only those who are at present working on the Frisco waterfront. No one else should be trusted, as even our own kind may turn crooked, but it is up to us to look out for that. I am sure the Waterfront Worker is going to be of great help to us in this way.

This letter is written by a hard working stevedore. I am not affiliated with any other outfit but the Blue Book, which I was forced to join in order to eat. I have signed the I.L.A. petition and have donated 50¢. I am out to break the Blue Book with the rest of my 3000 fellow stevedores who have done likewise, but it must be strictly a stevedore's union run by us and not by some expert or wise guy, who is just trying to get rich quick like Mr. Stein from the Blue Book.

A stevedore

WAITING ON PONY MALONEY

If you, the reader of this article were to ask Jack (Pony) Maloney what horse today has a chance to win, he would tell you. But on the other hand, if you were to ask him what time a ship will arrive, he will tell you he does not know. So therefore, you are compelled under those deplorable conditions to hang around for needless hours where otherwise if they, Jack Maloney and his retinue, would inform us as to what time the ship will arrive, we could eliminate this tedious waiting in suspense. As they have no regard for us, we need not expect any change unless we do the changing. So we should do a little more thinking and then some action.

A waterfront worker

Correspondence not printed in this issue will be printed in future issues.
CATTLE MARKET

From a correspondent.

Cushion Free Olson at pier 40 McCormick 3-5 Co., was out the other day to hire two men. There were some sixty stevedores there and he milled through them for some time before he could make a choice. He would remind you of a stock buyer. The only difference was he didn't feel the muscles or look at the teeth.

PLAY TIME ON 41

From a correspondent.

At piers 35 and 36 Stevedoring Co. a crowd of parasites were in the warf playing imitation golf with a coconut shell. George Schirmer seemed to be the leader off men, and they were amusing themselves while the stevedores were dragging heavy loads from one ton up across the dock and sweating blood. Humphry Humphries was buzzing around like any itaintabottle and was believing like one who the whole existence of the universe depended upon. Joe Ferrara, the walker, with his big mustachio, which reminds one of handle bars on a bicycle, had his hat on the back of his head and was scolding from one end of the dock to the other for trying to go faster. The warf is literally plastered with signs of Safety first, which is only a blind for investigators seeking information in regard the many accidents which occur there. Let a stevedore try to take nov of the signs and be will soon find the gate.

THE PEARL DIVER

From a correspondent.

Ed Gordon, a gaffer at Pier 20, a short time ago was a pearl diver (dahwahner) on the White Flyers (Havard - Yale) so left that work to become a longshoreman and a poor excuse for one as to other fellow had done his work. But he did not stay long in the capacity of a worker, and being a good mixer by hands and had he obtained a clean knife (Schirmer's button) and stepped into bosun. To see him around a ship with a clean on, and he never thought of anything, he puts on all the guise and dignity of a count of no account.

PRESIDENT THE AMATEURS

From our correspondent.

When Blackfoot Olsen of McCormick 3-5 Co., has not work for his gang, he jumps in one of the other gangs and takes a stevedores place, keeping you stevedores down outside the gate that much longer. He believes if he could get enough overtime with his single track. But he would not be able to maintain the status of Foreman, Recorder, etc., and so in a financial way, he is like his ilk all over this front, finding it over the men in his gang with a purge notion that he is a superman. If he had the foresight to look beyond his now he could see numerous self-imagined supermen paying the sick calls.

WISCONSIN JOE ON A PANTO

From our correspondent.

We must not forget Mustachio Joe Ferrara, of pier 41. The other day there was a man distributing handbills advertising some restaurant close by. Mustachio Joe came outside the dock and ogled him for a while and then started circling around him. The Bill peddler could not make him out and got scared and left. Joe, of the bicycle handle-bar mustachio thought the bill peddler had the waterfront workbery and does not know yet what it was all about.

TOO BAD

From a correspondent.

Seven Dollar John in not getting his gullet wetted in these times of stress with free booze. Indications point to a time in the not distant future when these knives will be under control. He has it all figured out. Seven Dollar John, Tanglefoot of the Calif. Stev. Co., and the rest of the ilk, got for their miserable traitorous actions.

SCANDAL ??

The above is more than scandal otherwise it would have never reached this page. Included in these scandal items are some of the most burning grievances on the waterfront.

Looking them over we see:

The unlimited power of the gang boss to choose according to his own taste and without least consideration for the men.

The ridiculous spectacle of the walls plastered with safty first signs alongside mad and killing speed up.

Keeping hundreds of men tied to the gate...

Petty grafting bosses... These are the things we should keep in mind when we start cleaning up the waterfront.
SAPPING THE B.B. TREASURY

Thirty Thousand odd bucks is quite a fair amount of "dough" especially when viewed in the light of a stovedore's wages and the years of toil and sweat that it takes to earn that much. We are referring to the B.B. treasury, every cent of which has been dearly earned.

Now there has come a change on the Front. The B.B. must go out. "Red" will no longer be able to collect dues as of old. But what of the treasury that still remains, even though the membership is gone? Do you think Stein will turn it back to the stovedores and reimburse the membership? Not likely. No! Mr. Stein & Co. will sit tight, as long as they have ten members, as provided by the constitution, and will "nup" the treasury until there is not a cent left. At the rate of wages they are paid it ought to last them about five or six years.

What can the stovedores do about it? Taking it to court would be useless, and from the legal angle of the constitution things are pretty tight. According to Sec. 3, Art. 17, "The funds or property shall not be divided among the members except by unanimous consent of all the members present at an advertised meeting; but shall remain the property of the association as long as there are ten (10) members willing to continue it."

Well, it takes eight members in good standing to call a special meeting. What do you think are the chances of getting some of that "dough" for the stovedores?

B.B. SOCIETY NOTES

Red has been on a "vacation". He'll soon have another and a long one, too.

Stein & Co. are very busy nowadays, pulling strings to save the racket. It's no use. It wont be long now.
Despite the most vicious slanders and the ridiculous and lying assumption that the Waterfront Worker was the same as the B.B., about one hundred stevedores attended the first open meeting called by the Waterfront Worker in co-operation with the Maritime Workers Industrial Union to hear a report on the new National Industrial Recovery Act and its relation to the present organizational move on the Front.

"Don't go to this meeting", Holman and Colburg told the stevedores, and in regular A.F. of L. fashion brought forward the "red" scare. "It's the Communists, and if you go there it will mean strike. We can get the old scale for you without fighting."

The Stevedores were urged to be wary of wild promises made that wages and conditions would be improved under the National Industrial Recovery Act. As an example, the new code for the textile industries set the basic wage at $12 a week in the north and $11 a week in the south. In the same way the longshoremen would not receive a cent increase under the new act unless they were sufficiently organized under a militant program to enforce demands.

It was pointed out that many stevedores have been "sold" on the idea of getting a few office jobs to do their fighting, but this will not solve the problem. Stevedores should beware of those leaders who promise the world. Anything may be better than the B.B., but it was pointed out that the only way to be sure that this new I.L.A. would not be another B.B., masquerading under a different name, was to take no chances, but to organize fighting groups within the I.L.A. itself, to elect honest officials and to put forward a militant program in the interests of the rank and file in this way prevent any cliques control.

"..."

As in the past the Marine Workers Industrial Union has given us their cooperation and help in issuing this paper.

The next issue of the WATERFRONT WORKER will contain the report of the Unity Convention being held in New York July 16, 17 & 18th.

SOME ASPECTS OF THE "NEW DEAL."

The National Industrial Recovery Act with its high promises has succeeded in building more false hopes and illusions in the mind of the workers than any other scheme so far offered to solve the crises.

Practice has already shown the lie of the so promises. In the textile and needle industries where codes have been fixed the wages now are set at $12 in textile and $15 in the needle industries. It is important to note that $22 was the average in the needle industry before the setting of code, In California in the needle industry minimum wage law for women calls for $6. The code reduced the scale to $12.20. The code has just started to work and we already have those examples.

What more can be expected can be gleaned from reports in the S.F. Examiner of July 15. "At his (Roosevelt's) direction Hugh Johnson is studying the possibility of a blanket code establishing a 35 hour week and $12 minimum wage for all industries". In figures this means 40
can hour (inflation money at that). "Johnson called a hearing Wednesday on a code for ship-builders providing a 40 hour week and a wage scale of $35 and 40c an hour. With the dollar have dropped about 25% these wages are low indeed. On the Waterfront a wage raise of 20c would make the wages even as compared with the value of the dollar a few months ago.

Another provision that has been bailed for and wide is recognition of workers representatives by arbitration boards. However only representatives are accepted who are willing to accept those starvation codes. The few codes quoted above been carried through with the approval and help of the A.F. of L.

It can be seen already that this act is an Anti-working class measure. We must organize not only for conference table but for the protection of our standards of living with action.

MERCHANT AND NAVY SAILORS

HAUL DOWN HITLER FLAG.

Olympia Wash. German S.S. Portland raised a Nazi flag while lying at Olympia dock, next to the flag "constitutions". Stevedores joined by sailors from the old "ironclads" from the S.S. Lewisa Luchenbach and the Danish motorship "America" they pulled it down. The flag was not flown again.