Tonight the I.L.A. meets for the second time since its beginning here two months ago. What has the I.L.A. done for us in this two months? What has been done to immediately better the conditions on the Waterfront?

The great ballyhoo Lee Holman and Co. made about breaking the B.B. has petered out into a farce. The B.B. is still here and victimizing men on the front everyday. What is the present leadership of the I.L.A. doing about it? M.O.T.H.I.N.G.

What has happened to the promises of an hour and a half overtime and all the other rosy promises? Nobody hears any more of them. In FACT, some stevedores are now heard to ask: "What has happened to that promise? Has it given up?"

Why has the I.L.A. not become the fighting organization we wanted on the front? Because we have never taken the initiative into our own hands. We have left everything in the hands of a few individuals we know little about. Tonight we must make the break. We must take the organization into our own hands. The rank and file must run and control the I.L.A. Tonight we must attend the meeting and do the following:

1.) Elect our own Chairman

2.) Elect a complete slate of our own officials, men from the Waterfront whom we know well.

3.) Elect an Executive Board of about 24, so that the organization will remain in our own hands and be kept from the control of a few officials. This Executive Board must be representative of the various docks.

4.) Begin the building of dock committees, so that we can take the Union right on the job, and use it on the job.

5.) Wide representation from the rank and file must be gotten at all conferences.

6.) We must take immediate steps to develop action against the B.B.

Only by carrying out immediately this step can we protect our interests on the Waterfront.

Fellow Stevedores: Let us take things in our own hands tonight!

"FOR COMPLETE RANK AND FILE CONTROL IN THE I.L.A.!!"

"FOR IMMEDIATE ORGANIZED ACTION AGAINST THE B.B.!!"

Wicks tries hard ....

Wicks, the Blue Book dues collector had a conflagration with Stratmeyer the Supt. of McCord's S.S. Co. last week, in regards to pulling men off the job who were not paying up in the B.B. After 15 minutes of pushing beyond them, Stratmeyer said to Wicks: "If they pay, alright, but if they do not, leave them alone, as I do not want now men coming in this dock as we have a tremendous turnover in labor."

The Marine Workers Industrial Union wishes to announce a DANCE & ENTERTAINMENT, Saturday Aug. 26, at 8:30 P.M. at 1885 Fillmore Admission 25c Unemployed 5c

NOT A CENT MORE INTO THE B.B. RACKET
While 36 hours shall constitute a week's work there must be a guaranteed minimum of 30 hours a week, 40 weeks a year. The Government and industry shall guarantee this minimum of 40 weeks; all workers getting less than 40 weeks shall receive the difference between their actual earnings and the minimum paid from Unemployment insurance funds for which shall be prorated by a 1.5% tax on every hundred pounds of freight; and from funds appropriated for the Jones-White Act.

Wages shall be adjusted regularly as prices rise so that there will be no lowering of the living standards due to inflation. There shall be no wage system of engagement but a rote system of hiring to be controlled by a committee of longshoremen.

Double straight time shall be paid for the following holidays:
When the above holidays fall on Sunday, the overtime rates shall apply to the following day. All workers to be given time off with pay to vote in all elections.

Under no conditions shall seamen drive vessels.

When men are ordered out to work and no work is provided the men shall be paid four (4) hours at the prevailing rates.

In order to create more jobs the minimum gang for general cargo shall not be less than 22 men, with corresponding increases for all other types of cargo. The local Union and Dock committees shall determine the size of gangs.

To insure the health of the men there shall be one relief man on the forward and one on the after part of the ship. The longshoremen shall have the right to join any union they see fit. The right to strike when the demands are not otherwise granted. To demand that provisions be made for the recognition of elected committees of the longshoremen.

Continued from column 1.

These dock committees to be recognized by the employers in the enforcement of wages and conditions of labor contained in this code and any other problems that may arise. The workers shall have the right to belong to any union of their own choosing; and the right to strike whenever the workers' demands are not otherwise granted. As a means of providing additional work for seamen the code shall include the recommendation of definite trade relations between the USA and the Soviet Union.

The Seamen's code shall provide recognition of democratically elected Committees of the seamen representative of all departments on a vessel.

These ship committees to be recognized by the employers in the enforcement of wages, hours, discharge and conditions of labor contained in the above provisions and any other problems that may arise.

On all vessels carrying dangerous, inflammable and obnoxious cargo (oil tankers, sulphur, boats, etc) an additional increase of 20% in wages shall be given.

Full wages shall be paid for every member of the crew and there shall be a complete abolition of the workaway system.

Food shall be of adequate quality and quantity suitable to climate and weather conditions and subject to inspection of ships' committees.

Pink halls and shipping masters shall be abolished and a central shipping agency with rotary system of engagement under control of elected committees of seamen shall be instituted.

The workers shall have the right to belong to any union of their own choosing; and the right to strike whenever the workers' demands are not otherwise granted. As a means of providing additional work for seamen, the code shall include the recommendation of definite trade relations between the USA and the Soviet Union.

The Seamen's code shall provide recognition of democratically elected Committees of the seamen representative of all departments on a vessel.

These ship committees to be recognized by the employers in the enforcement of wages, hours, discharge and conditions of labor contained in the above provisions and any other problems that may arise.

Continued from column 1.
Things are daily happening on the Front. The waterfront is going to be astrir from now on. Differences of opinion is going to be common. Fight it out in the Waterfront Worker.

WRITE TO THE WATERFRONT WORKER, 3470-10th St.

Dear Editor:

On August 7th a stevedore employed by the Matson S.S. Co. was ordered off Pier 32 by Capt. Russel and instructed not to return until he had paid up in the Blue Book. A demand was made upon Leo Holman, and his associates by a number of interested stevedores to show what action is going to be taken, and support given to men who are being knocked off on account of not paying dues in the B.B.

Leo Holman’s reply to this was for workers not to pay their dues in the B.B. That he would take the matter up with Raym. and Dept. of Justice. Stevedores are daily becoming more impatient with Holman and his policy of watchful waiting.

A real leader would declare his policy so the workers would know what course to follow. The Matson Co. and other shipowners, if not curbed will knock off individually those who refuse to pay up in the B.B. Stevedores will be intimidated and forced to join the Blue Book.

It is now almost two months since Leo Holman appeared on the Waterfront and signed up men in the I.L.A. Men who signed up were promised a militant union: A union that would fight for their interests. When it comes to fighting for the interests of the workers, Leo Holman can’t make a decision without his shadow, Mc Nulty who has not been active on the Waterfront for many years.

Striking workers in the Eastern industrial belt during the past few months have had to develop leaders from the rank and file. Our way out is the same. It is becoming clear that militant and intelligent leadership cannot be expected from the old line A.P.L leaders and politicians.

A Waterfront Worker,

Editors Note: The writer shows a tendency to depend on a few “leaders”. The sooner we forget about individual leaders and depend on ourselves, the better.

----

Fellow Stevedores & Editor:

We all know how to play poker, but we don’t all know how a membershio meeting in our union should be carried out. I witnessed that at our first meeting in the Labor Temple on July 27th.

Once in a great while those of us who play poker see a deal where two of a kind beats a full house by bluffing. If the full house doesn’t call the two of a kind, the full house looses.That is just what happened at our meeting.

We had a full house at the Labor Temple that night—Lee Holman and Tom Horn were the two of a kind. They bluffed and got away with it. Why didn’t we call their bluff? Was it because they had two gunmen at the door or didn’t we know how to carry out our meeting? I think we did not know how to carry out our meeting and hope that the Editor of the Waterfront Worker will explain in the next issue of the paper how a Union meeting should go about so the two of a kind won’t have a chance of bluffing a full house again.

Dock Walloper

WATER CANS AND RATS

The water cans which the men use to drink from on piers 40 (McGor nick) are old and rusted, and filthy with slime and scum. The Company is too busy piling up profits to have the cans scalded out or replaced with new ones. The cans are left in the hold at sea partly filled with water and as the holds are infested with rats it is not an uncommon occurrence to find one or more of them drowned when the hatches are opened. It is time to take serious notice of this condition & to take immediate active steps to remedy it. Unless something is done we can expect a virulent epidemic to set in.
Recently on Pier 22 the gang was handling sugar—20 sacks on a flat ton (one ton)—Hungry Gus seeing that they could pull that hollered for 25 sacks. Looks like if the gang don't take action soon, Hungry Gus's ambition will bellow for 30 sacks next.

TRITTON IN TROUBLE

By a correspondent

One of the McCormicks' East Coast boats was working all night at Pier 40. Tom Tritton had a gang there with several more windbags like himself shouting and banging things trying to outheart every thing else.

The ship had a high deckload of lumber which they were discharging. The winch driver not able to see, sent a load of lumber or ashing into a warehouse, tearing everything away before it glass and all. It was a grand spectacle to behold, to see the sling of lumber sailing thru the air. The Walker came along and sent Tritton home with his gang.

SAFETY SECOND

By a correspondent

In the SS Brookings and other vessels of the McCormick Line there are but two ladders for the four hatches—no bulkhead between No 1 and No 2 or between No 3 & No 4.

The shipowners have conceived this idea as a way to save a little steel and weight regardless of their jeopardizing the lives of the men who are piling up their enormous profits.

When a vessel arrives at it's terminus the exit to the ladder in the adjoining hatch is block ed off with lumber or other car go. In one of five or of the ship taking a heavy list, the men working below would have little chance for escape—being caught like rats in a trap.

HUNGRY GUS AGAIN

By a correspondent

NEW YORK, Aug. 6 - A cable from the International Seaman's and Harbor Workers' Union yesterday announcing that Polish seamen had gone out on strike and calling on the Marine Workers' Industrial Union to stop all Polish liners in port, was followed by a cable story announcing that the strikers had won all demands and gone back to work.

The I. S. H., which is working illegally in Finland, has succeeded through leading a series of militant strikes in isolating the strike-breaking reformists and building democratically elected rank and file committees among the Polish seamen which have carried through many successful strikes.

CANTON, China, Aug. 7 - A boycott of the British owned China Navigation Company, biggest shipping firm in China, by striking seamen of Canton has completely tied up the company's docks.icketing is so successful that the company's ships are not calling at Canton. Over $2,000,000 worth of goods is deteriorating in the warehouses.

SANTIAGO, Chile, Aug 8. All the crews on the ships of the South American Steamship Company (U.S.) went on strike here today demanding a 25 per cent rise in wages.

The Sydney M Hauptman of the McCormick Line came into Frisco with her crew 100 per cent organized into the Marine Workers Industrial Union.

Send your material for the next Waterfront Worker in early.
With Leo Holman presiding the long delayed meeting of I.L.A. came to order July 27 at 3 P.M. so to assure himself that said order would be maintained, Holman called upon S.P. police for help by having two officers stationed within the door, and not outside where they belonged as a member of the meeting pointed out from the start.

This motion however not with no approval from the chair for a mighty good reason as I saw a few minutes latter a man approached the motion that a chairman be elected from the floor as suggested by the Waterfront Worker. Holman had him removed by the cops. Al though I do not know the men myself, I ascertained that he has been working on the front for years and is well known.

If such high hat methods are going to be used against any one who dares to voice an opinion contrary to the ideas of Holman I foresee a quick end to the orth usism and interest in the I.L.A. that now prevails on the front.

Another feature of the meeting that I have heard discussed with much ill feeling was the way that the Portland and the Wart onland Convention were selected—(certainly not elected) Holman was nominated by T.Tern to present the vote at Portland and the latter was in turn nominated by Holman in the fact that Holman was unable to go. Both motions were rapidly carried --- starwealed I should say, in short, without the customary question being put. I noticed at least four members who tried to get the floor at this time which was their absolute right, by all the rules of order, but the floor was denied to all for fear that the motion may have been exposed by debate and not carried. Holman was certainly afraid it would he a move that a delegate be elected from the rank and file, but by this method Holman secured the job for himself and T. Tern in face of a great deal of protest.

Voted from two rain angles, wages and hours, the proposed code was all that could be desired. The dimensions of the loads was another matter. 20 cases of oil, 6 drums of oil & asphaltum, 60 & 40 cases of canned goods, etc with only 8 men in the hold is no reduction on any dock except Matson or Swayne & Hoyt. Again no discussion was allowed nor did I hear the question of a list system with an accompanying flat rate for hour mentioned. The letter method found such favor among men on the front.

After waiting patiently, and being confident that something would be done, when hearing Mc Nulty announce the Blue Book and being told how the San Pedro grain haul run Seabys Robinson out, inagine my surprise when it was revealed that every man on the Waterfront who is a member of the I.L.A. refuse to pay dues to the B.R. and said motion was seconded by three or four different members and also meeting with undisguised approval of the majority of the members present, the chairman had the ability to adjourn the meeting plus sidetracking one of the most important issues on the floor. Why was this important issue sidetracked? It was also too bad that the chair dared not to have the police throw out the member making this motion and so had to resort to the adjournment as a last resort. I gave the chair credit for quick thinking.

In conclusion I would urge all longshoremen attending the next meeting to see that the chair allows a man to voice an opinion from the floor without his being thrown out, and so let all of us on the front have a say in such matters as 1. How big shall the loads be. 2. Who shall represent us at the conference. 3. How shall we combat the blacklisting policy of the Blue Book.

FRA CORES TO PEER 40
By a correspondent

Recently, while working on a Mc Comick vessel, the discharging load was three half-rolls of new sprint paper on a board sling, counting a load of over twenty one hundred pounds to a lift.

With his usual injustices display of authority, the dock captain came over to the hatch and ordered the size of the loads to be increased to six rolls.

Now the question arises, considering the fact that the McComick line is the first carry the first time that the front to display the Blue 21 as Warlo flag.—Is this what Roosevelt had in mind when he spoke so encouragingly to us of the New Deal.
the Sales Tax...

Ralph's vote of the income tax leaves no doubt the policy of the state government is to exempt the rich from taxation. As a matter of fact the 2½% tax is closer to 7%. The average purchase that working class housewives make is far less than 59 cents. Probably 3 pennies are drawn out of a worker thru 15 and 20 cent purchases for every 59 cents spent.

The tax in the same as if the workers wages were cut, and it was quite fitting that it began on the very day when the Blue Eagle policy, supposedly a symbol of more wages went into effect. The tax is on top of increases in prices of products most commonly consumed by workers, w- serving already at least 20%. As a matter of fact the NRA saloon to date has only served as an excuse to increase prices and impose such taxes.

It is in the interest of the states as well as in all other workers to organize a fight against this tax scheme. This must not be confused with the move of a group of large merchants who have announced that they will initiate a referendum for repeal. Such a move broken takes the years to carry thru. This would be useless as the law is only a two years measure. This fight is part of the struggle against the high cost of living, and good hand in hand with the chief fight, which is for increase in wages and against the NRA cuts.

* * * * *

The B.B. in Pedro
(by a correspondent.)

Stein, former "Iron Man" of the Blue Book got shown up in Pedro. He was trying to cash in on the sentiment for organization created there.

In the Pink Hall alley one of the longshoremen accused him of collecting dues with blackjack in one pocket and gun in the other.

"And I'll bet you have a gun in your pocket right now," said the Steve.

This was proven to be true, So Stein slunk out of the alley...

* * * * *

NOT A CENT MORE INTO THE B.B. RACKET