A code was submitted by the American Steamship Operators Assn which takes away from the workers in the marine industry, the right to strike. Furthermore, the N.R.A. has rescinded the agreements made by the Blue Book.

The WATERFRONT WORKER wants to point out that representatives of the I.L.A. submitted proposals which removed the right to strike. The officials to the best of their ability tried to keep this secret. Misleading information was given our local by A.H. Peterson of San Pedro. He stated that a vote had been taken and since that time everything had been peaceful. Does he mean that it is O.K. for all the stevedores to shape up in the Fink Hall. The membership should demand that the minutes of the code hearing be gotten and posted in a convenient place where all members can read and study them.

A.H. Peterson, speaking as a representative of the men on the specific coast, amended Section 19 of the shipping code as follows: The Administrator shall create a joint industrial relations board consisting of equal members of employees and employers and an Art. 19 Chairman(?), selected by members of the board who will make recommendations to the Administrator on matters relating to questions of hours, wages, and working conditions. In addition Peterson lays the basis to hold elections for workers to decide who will represent them.

The Waterfront Worker maintains that the workers have shown that they want the I.L.A. to represent them without any phoney elections such as was held in Wirton, W. Va.

At the Portland convention further steps were taken to put over their scabby schemes. The rank & file forced the rejection of Art. 19. Pres. Ryans proposal for gov hiring halls but the delegates did accept another of Ryan's Proposals, which was the Nat'l.

(Continued on Page 8)
One year ago the W.W. came to the Frisco front. The article on the front page announced the men's Christmas present to the shipowners—a 10¢ an hour wage cut. The first edition pointed out how this wage cut was made possible and the method of organization the men should use to combat future wage cuts and also how to fight against the worsering of conditions. To quote from the first edition: "This is what we are going to do so that when next Christmas rolls around it will be the shipowners' turn to give us a Christmas present, and it won't be a wage-cut either."

This Christmas we did receive a present—a 10¢ an hour raise—but we can't stop at that; we must continue the fight for the demand of a $1.00 an hour, 6 hour day, 40 hour week, and union recognition. We got the raise because we are organized, and are taking steps to unite all locals on the Coast behind a fighting program; a program for broader rank and file representation, and broader rank and file control of all union activities.

The W.W. has improved the conditions of the workers. The W.W. does not intend to split the Union. It stands, instead, for rank and file control, for a living wage, and humane working conditions. The W.W. will continue the policy of the past, of exposing individuals, or groups, who are out to further their own careers at the expense of the stevedores.

Therefore, due to the rapid development of events, it is necessary to increase the size of the paper. The question arises: shall the next edition be an 8-page bi-monthly, or a 4-page weekly. It is up to the stevedores to decide which. Write in your suggestion—ask your workingmate— lets have some discussion on this question.

With the larger edition, we must have more news, and financial support; only the men who work under the intense speedup and the slave-driving bosses can give the news. They know what is happening.

Under the inflationary methods adopted by President Roosevelt, many commodities have doubled or tripled in price, and so it is with paper. In the last six months, the price of paper has doubled. It has been proposed that the price of the W.W. be raised to 2¢. What do you think of the idea? Do you like the paper? Has the paper clarified the position of the shipowners? Of the B.E. of the workers? Is the paper lousy? Do you think it can be improved? If you do, write in your criticisms or suggestions to 3470 19th St., San Francisco. Let's make this a lively discussion. If too many letters come in, we will print an extra edition. LET'S GO! WRITE US!

Next year, at Christmas, let us be able to point to not only a 10¢ an hour wage cut, but to the granting of all our demands!
THAT'S GRATITUDE!

After Emil Larson has built a champion Soccer team on the Dollar Docks, he is going to lose his job, because he can't cut the buck. Sid Alvin, who is but half as big as Emil, but who can shout twice as loud, and who can produce three times the work, is scheduled for the job.

You can't Play Football and Keep Up Tonnage.

The only stevedore visited by Santa Claus was Kulberg, who recieved a $10-a-day job.

What's the matter with the membership to appoint a former employee of Scabby Peterson to a very important position in the local? Take a tip, look into this.

WANTED: A SPY-GLASS.

On the Grace, Dollar, and Luckenbach docks you can strain your eyes, but you cannot see any ILA buttons. What's the matter, men? Has Red or Wicks been around lately? The negroes on these docks are anxious to show their solidarity with the white workers, but they are discriminated against if they join the ILA.

BLACK AND WHITE, UNITE AND FIGHT! JOIN THE ILA.

Stevedores: support the W.W. Send in news and money to 3470 19th St. Make the W.W. a news paper.

Two gangs worked from 9:00 P.M. until 1:30 A.M. and the company intended to pay time for only 4½ hours instead of until 5:00 A.M.

When it was demanded that this grievance be settled, Delegate Hokensmith had it arranged to the satisfaction of the men.

This is an example of what can be done by bringing up your grievances to the ILA Hall and insisting that action be taken on them.

Ham & Eggs has a gang who all belong to the ILA but they wear no buttons. What's the reason? Are they afraid of their slave-driving boss?

H.&E. has a bad rep as a boss. Reports have it that his own brother could not work for him on account of his bellowing.

NO HAUSERGER FOR MATSON EMPLOYEES

Big-hearted Matson gave their monthly men an Xmas present by allowing them to buy turkey at wholesale prices; they saved all of three cents a pound.

Send in your contributions. The more money, the more news, the more slave-driving bosses put on the spot.

We wonder how Bryan likes the Waterfront Worker. He submitted copies at the Code hearings as Exhibit A during his attacks on the membership of the ILA.

Secretary Cox should not read important telegrams or communications, as the modulation of his voice is very poor. His radio broadcasts too much static. Why does he always hold up his hand like a preacher, when asking for the floor? It looks as though he were going to give us the Nazi salute.
Henry Ohm, dock boss at the Adminal dock, is sure making a bad reputation for himself—at least among the men. He is wearing out his watch, taking it out of his pocket and putting it back again while highballing the men. He likes to run the lift jitney while the regular driver smokes on the bulkhead.

He also wants the teamsters to load B.L. Thompson's board-sling so he won't need a dock gang.

A GOOD LITTLE DOGGY

Sid Alvin is a very good puppy dog to his master. When the master is around, he barks and growls to let the master know that his good little doggy is protecting his masters interests. But at night, when the master is miles away in a nice warm bed, then the nice little puppy seeks out a nice place to take a nap, too, because the faithful pooch knows that there is nothing to bark at, and only does it to please his master.

Police attacked, beat up, and arrested 4 pickets of the striking Radio Operators of the U.S. Lines and the International Mercantile Marine.

The Port Captain has refused to negotiate with American Radio Telegraphists Assn. or the United Front Committee, which consists of workers in the Marine Workers Industrial Union, the United Licensed Officers Assn., and the IWW Mass picket lines have resulted in preventing the widespread use of scabs. The shipowners have granted the strikers one concession—hereafter, radio operators are not to check cargo.

This is a fine example of united action of marine workers, and is the only method we can win with.

BIRDS OF A FEATHER FLOCK TOGETHER

Last week, a group of winch-driver met at the Finnish Hall for the purpose of organizing a social club. Beer and sandwiches were served to the nine winch-drivers that showed up at the little gathering. But Carter, with radio book and pencil in hand, gave a short speech telling the boys why they were coming together. He explained that the winch-driver had to enforce the safety rules, and see that the bosses do not assume too much power; that 150 men had signed the petition at 50¢ a throw, and thereafter each member would be assessed $1.00 for three months. With tears in his eyes, he explained that it was impossible for him to sleep nights, knowing that Holman and Outwright were members in good standing in the wicked McNulty machine, and the only way out for the stevedores was thru social activity. He announced the program of the next meeting, to be held at 85 Clay Street:

Stein will open with a prayer. Big Dempsey will give an interpretive dance entitled "Spring is Here". Charley Oldton will render song "Ever Faithful, O My Master Red will round out with a lecture on "How to Collect Dues to be followed by Bob Carter on "How To Drive Winches During a Strike". Old Man Wicks will offer two touching ballads "Song of the BLUE" and "BLUE Haze." All scabs and finks are urged to attend. Any others will not be so welcome.

The shipowners will try a lot of trick like this to split the workers.

REMEMBER!

NEXT ISSUE WILL COST TWO CENTS

NEW DEAL IN PAPER

An office worker has donated an L.C. Smith Typewriter which needs repairing. Can anyone with a knowledge of typewriters call at 3470 19th St. and make the necessary repairs? If not, can you donate 25¢ or so for the repair? The job is estimated at around $5.00. Send in your contributions of pennies, nickels, and dimes. They all help.

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THE RANK AND FILE CONVENTION.
The minutes and results of the Portland Convention have caused quite a bit of discussion in our local. The convention sanctioned the setting up of the National Industrial Relations Board, which takes away from the men the right to strike, and binds them to the shipowners, who can do just as they please, without any recourse left to the men.

Our delegate returned from Portland and either cannot or will not give reasonable answers to questions asked by various members, Paddy Morris said that due to the inexperience of the stenographer engaged, the proceedings of the convention were not properly recorded. And this had added to the confusion up and down the coast as to just what did actually take place at the convention. There is no question that any stenographer can take shorthand notes and not become confused by the phrases and wordings used by the average labor official. This convention has resulted in quite a bit of controversy, not only in San Francisco but all up and down the coast.

Therefore it is only fitting and proper that we hold a district convention here in San Francisco immediately. At such a convention we can iron out our difficulties and it will be a time for all locals to come together on common ground for their common demands of $1.00 an hour, a six hour day, and 30 hour week.

This convention must be a rank and file convention, with no paid officials accepted as delegates. At this convention we can take up our immediate problems, such as when, and if, a strike is to be called, and the setting up of proper machinery to ensure the carrying out of a strike to a successful conclusion. A publicity committee should be formed to keep the other workers informed as to the progress of the strike, and to get the solidarity of workers in other industries. A committee must be formed to lay the basis and plan for the strike and for all future activities. We must root the IWW deeply in every port on the West Coast, and if no IWW exists in any port we must get the support of all marine workers organization that does exist, and if the workers are unorganized, we must take steps to insure the support of the unorganized. There are many other problems that can be solved only by a Rank and File Convention. All out to support this point!

Many longshoremen will naturally assume that the recent 10% raise is better than nothing. This assumption is entirely false. Inasmuch as the purchasing power of the dollar has decreased greatly, this raise amounts to almost nothing.

$1.00 an hour, $1.50 overtime is not a bit too much remuneration for the amount of work we do. On the other hand, the shipowners can easily pay this wage. According to the Recovery Program, they are expected to sacrifice some of the enormous profits they have been making. For instance, Stanley Dollar invested $5,000 in the Admiral-Oriental Line in 1922. In eight years he has realized 7,300,000 net profit on his original investment. In addition, he controls $1,000,000 worth of stock in this company. Other company earnings have been in proportion.

After considering the above-mentioned facts, it is reasonable to assume that we workers should at least receive for our efforts enough to live decently, and eventually to reach economic security. And this is not an impossibility, because we are living in the richest country in the world.

Gwan Holman.

SHAME.

OH, DEARY ME.

SHAME.

SHAME.

SHAME.

SHAME.

WHAT SHALL THE PRICE OF THE NEW WATERFRONT WORKER BE?

Holman stated any person who will stand in the way of organization, all I can say is "Shame, Shame, Shame."
THE NEW EIGHT-PAGE WATERFRONT WORKER IS GOING TO NEED MORE MONEY. IF YOU THINK THE WATERFRONT WORKER IS WORTH SUPPORTING, SEND IN DONATIONS TO 3470-19th STREET, SAN FRANCISCO.

THE MAIL BAG

FRANK WORDS FROM THE RANK AND FILE

Julius Tillman, better known as Little Julius Killman, is the chief stevedore boss of the Pacific S.S. Line. He had a box put up on the Admi Dock in which the men could drop suggestions as to how they could improve the technique of their work. Up to now all he has received is empty tobacco tins, and several sheets of toilet paper. If he wanted to give the men an Xmas present, why didn't he give them a dollar an hour, and a six-hour day, and more work? If you have wine, women, and squads for him, you need not worry even if you are on the extra list. He will see that you get plenty of work. He is too smart to ask for presents; he expects the men to run after him. I don't know what he expects to do with all the Xmas trees the men stole for him.

Mr. Killman, as a stepping-stone, you are only a stumbling block.

THE CHAIN GANG

Editor, the Waterfront Worker: If you want to see a chain gang, go out on any Thursday to the United Fruit Dock on China Basin.

I can't understand why hold-men get 85¢ while dock men only get 50¢ for handling the same load. After lugging the tropical fruit for six hours your shoulder feels about as raw as the decisions we see handed down by the B.B. The chain-gang is very much disheartened with the wage scale and the lousy working conditions. Last Thursday twenty minutes was given to the church, much to the anger of the workers. What about some action, I.L.A. officials? A Fugitive From the Banana Dock.

What shall the new Waterfront Worker be—an 8-page bi-weekly or a 4-page weekly? LET US KNOW.

Editor, the Waterfront Worker: Speaking of organizing, and being a member myself, why not make some kind of agreement that no man works for a gang-boss unless he shows his colors by wearing a button where we can see it. What is the use of having a Union when there are so many scab bosses that you cannot even trust, running gangs?

Also we have some bosses that are signed up, but when they go out in the morning to get work, they become scabs by hiding their Union book and button. Let us get our gang committees to work, and these bosses that are afraid to get behind their men and fight with us, why, we will refuse to work for them, and any man that works for a scab boss should be fined, or barred from the Union.

Yours Respectfully, A Stevedore.

Editor's Note:

You certainly have the right idea. We should organize gang committees immediately. We should take up not only matters of gang-bosses but also how many men in the gang are paid up, who does not belong to the I.L.A., why they do not join, and there are many other questions that can be taken up by a gang committee. How is the time to build a strong I.L.A. because we are facing many struggles, and only by having a strong organization can we better our conditions and carry on a successful fight against the shipowners.

Send all questions to the QUOTATION BOX, W.T. 3470-19th St. Also any articles on vital waterfront problems

San Pedro, Calif.

Opposition to the I.L.A. by the shipowners and stevedoring co's in San Pedro is gradually coming out in the open.

After observing the militant action taken by the rank and file in several West Coast Ports, in spite of the attempted betrayal by Fyans and other pic-card artists, they eventually understood that the present conditions will not be tolerated much longer.

The shipowners and stevedoring co's are doubtful that the I.L.A. officials can control the longshoremen, gave us 10 cents an hour increase in order to block a more militant action which would cost them at least one dollar an hour.

Supt. Sims of the Outer Harbor Wharf & Warehouse Co., called the gang together and offered them a 10¢ an hour raise—75¢ to 85¢ if they would throw "that damn (I.L.A.) button away" and keep their Fink Hall books.

This same Co. got out from under a few weeks ago when due to carelessness and speed-up a serious accident was caused. The cargo hook got caught on the strangleback dislodging it so it fell into the hold on fellow-worker Ukelele injuring him internally and mashing his legs so that one had to be amputated.

Ben Gusick and his gang were fired for this accident, and a Ku-Clux-Klan organizer, scab-herder, and a tool who helped to break the 1923 strike was put in his place, after several capable men were refused.

The Banning Co.'s slave-driving boss, Jackson, tried to get the men to sign separate agreement to accept 10¢ raise at the same time telling them that the I.L.A. would never mean anything and that they could accomplish more by individual action, by all means to keep their Fink Hall books. When they cut our wages from 90¢ per hour two years ago they did not pass around petitions to sign. Why do they do it now?

Fellows, let's make the I.L.A. a rank an file controlled Union and stand pat on the code demands of $1.60 an hour.

—A San Pedro Longshoreman

ON SCABS

A scab who worked on the Matson dock during the strike was hired by Carl Anderson on Pier 41 Dec. 21st. This action was chased off the Matson dock last week, but all the bosses keep hiring him. He has worked on the Banana Dock, the McCormick dock, and the Luckenbach dock—now Carl hires him. All of these dearly love a good Union man—(like Hell!).

HUNGRY JOE DOES HIS PART

Hungry Joe was picking men at the McCormick dock the other morning when some stevedore in the back of the crowd shouted: "Give him a dollar, and he will hire you!" Hungry even offered to make change.

DEATH COMES TO THE WATERFRONT

Joe Robles, a stevedore, and father of six children was killed at the 14th St. Terminal in Oakland on Thursday, Dec. 28th.

Joe, better known as Ukelele, was instantly killed when a pin off a block carried away, and it dropped a three ton load on him.

The death of Ukelele was a shock to many of us, but remember what happened to Joe can happen to any of us because we are all forced to work under precisely the same conditions which resulted in Joe's death, and the death of a good many stevedores in the past.

Joe was killed by the greedy ship owners. He was killed because the slavedriving bosses have no regard for the safety of the men. He was killed because he and many others have been forced to work under and with unsafe gear.

Fellow-stevedores, how long are we going to work under such hazardous conditions?

Fellow-stevedores, we can stop this sacrificing of workers' lives. Gang committees should inspect all gear before any ship unloads.

STOP THIS MURDER OF WORKERS!
SET UP GANG COMMITTEES ON EVERY DOCK!
DEMAND SMALLER LOADS, SAFER GEAR!

This move by the shipowners to build a strike-breaking machine must be broken up by the stevedores before it gains headway.

Rats must be chased off the Front in order to serve notice on the ship-owners that known finks will not be tolerated by the stevedores on the Frisco front, nor by any other worker there.
Industrial Relations Board, the major difference between Ryan's plan and Peterson's, is that Ryan's Proposal, all decisions are final and binding. This board is set up by the employees electing three delegates (O.K. led by Ryan), three representatives from the shipowner, the Administrator of the shipping industry, the director of the employment service of the Department of Labor. The decisions of this board are to be final and binding. Local boards shall be set up, and their decisions shall be subject to review by the National Board.

However, the WATERFRONT WORKER points out that the men have defeated Ryan's plan for deconsnualization which included the proposal that the workers and the employers shall, through a tax, jointly pay the clerical staff of the Fink Hall.

We must guard against the merging of the Fink Hall with the I.L.A. This movement was tried some years back when the late Fink Hall official (Ringenberger) was proposed as president of the I.L.A.

We longshoremen must continue and intensify the fight for the rank and file code accepted by longshoremen on the whole Pacific Coast—8 hour day, $1.00 an hour, $1.50 overtime, all hiring to be done thru the Union Hall. In the event that these demands are refused, we reserve the right to strike to enforce them anyway.

It must be clear to all workers that we must prepare for struggle! Workers! Elect Dock Committees and gang committees to check up on every man on the front to see if he is a paid up member, and if not, why not.

The dock committees are also to see that all safety rules are enforced. The gang committees to inspect all gear before loading or discharging. The dock committees to enforce all Union rules.

MUST HIRE THRU THE UNION

Last Sat. Night, rumors were circulated over the front that men were needed at the Matson Docks. These rumors proved false. Not so many men have been shaping up at the Matson lately, and the bosses cannot hold the threat of "If you don't like it, check out. There are lots of men who do want to work."

The prospectors on the beach should now plainly see that the shipowners are playing one group of workers against another in order to keep all workers down.