The award handed down by the National Longshoremen's Board seemed at first glance to be a victorious decision in favor of the longshoremen. In fact the press has advertised it as a victory for the men and have nearly convinced the public that we have been given everything we struck for. Upon closer examination and study of the award any fair-minded person would conclude that such is not the case.

The wages and hours which we originally struck for were given to us by the award with the exception that instead of $1.00 per hour we would receive 95c. Every member working on the front should procure a copy of the award and study it carefully section by section.

The proof of the pudding is in the eating by study the various sections of the award you will be convinced that it is in favor of the employers 99/100%.

Section I of the award states--Longshore work is all handling of cargo in its transfer from vessel to first place of rest including sorting and piling of cargo on the dock, and the direct transfer of cargo from vessel to railroad car or barge and vice versa.

The employers have interpreted Section I in their own favor. According to their analysis of this section the moving of freight from railroad car to dock or from dock to railroad car is not to be considered as longshore work and as a consequence they have refused to pay 95c an hour to I.L.A. members working in car gangs. This has already resulted in a walk-out on the $3 Docks where the men refused to unload cars. Car work has always been considered longshore work in the port of San Francisco, and it should be considered so in the future. The employers are simply trying to break an established custom and have proven themselves to be chiselers of the first calibre.

Another section of the award states: The employers must perform all work as ordered by the employer. This clause has also been interpreted by the shippers to mean "that former working conditions shall prevail".

The longshoremen must realize that when the shipowners mention former working conditions they mean the working conditions existing before the strike, and we must also realize that there are the working conditions the

(CONTINUED ON NEXT PAGE!)}
With the training of the young University of California and University of Southern California athletes received, meeting the hook, in our great maritime strike last summer, the rah-rah boys are not doing so well on the football fields. The young supporters of the scab traditions over in Berkeley are having a tough time. Even the chief fink of them all, Gov. Morrill, cannot snap them out of their slump. He sat in the stands while St. Marys ran Bill Ingram's scabs all over the lot. There is no question the hoo-Hoos could have played much better if the National Guard had been a guard around the Stadium along with hundreds of Chief Quinns cossacks.

What will happen when California meets U.S.C.? Both teams are chock-full of scabs. How about giving each of them a bunch of pick handles and let them go to it. They all had plenty of practice last summer carrying around pick handles. Throw in Morrill, Rossi, Ryan, Casey, Vandoulou and Co. and Quinn on the side of Cal. They need them. Let the best SCAB win.

SCABBY PETERSON

Scabby Peterson, the notorious scab-harder and Jack (Fink) Bryan, are serving on the Relations Board along with Gregory, who acts as secretary for that fink outfit called the Employers Association.

Scabby, as you all know, was one time captain of police in Oakland, but it is rumored he lost his job due to some scandal in the "red-light" district, and since that time he has always hung onto the title of Captain. As he has never had a skipper's license, he is a little misleading as the only other captain aboard ship is the captain of the heads and that no doubt is exactly where Scabby belongs. The only mistake made was that somebody didn't pull the chain while Scabby was burying scubs out of the bowls. But that can be overlooked. Better luck next time, Jack (Fink) Bryan of Blue Book fame is another good lackey of the master class. He stands ready to serve his masters always. Bryan was busy signing up finks, during the strike, at Tier 14.

Scabby and Fink make a good pair. When somebody pulls the chain on Scabby, he should grab Fink, let them go down together.
A FEW MORE SCAB CLERKS FOR THE LIST

Peterson  Pier 35
McCovern (Hap)  " "
Barney (Hare Lip) Pier 35
Prior  " "
Prey  " "
Banker State Terminal
LaBonta  " "
Aaronson Pier 26
Wren and about 25 others
Bristol
McDonald Dollar
Watson
Several others  " "
McMillan Pier 54
Blair  " "
Moe  " "

MISSING PERSONS:

Anyone knowing the whereabouts of Emil J. Stein - height 6 feet, weight 200 lbs, eyes blue, Teutonic traits, smells finky. Notify Jack (Fink) Bryan immediately. Important position open on Labors Relation Board as assistant to 2 finks already serving. Apply 85 Clay St.

BLESSED EVENT:

Maternity Ward:


WANTED:


WANTED: Brand new set of officials, must have a mind of their own and be able to count union funds properly. Apply -- Ships Clerks Assn. Pier 3

POSITIONS WANTED:

2 first class finks. Services will be available after Relations Board is finished. Guaranteed to settle any dispute in favor of employers. Apply Matson Bldg. Ask for Scabby Peterson or Jack (Fink) Bryan.

First class strikebreaker. Years of practice opening ports. Very capable orator, if necessary can speak in church. Long record crushing unions, starring families and ordering workers killed. Apply Fink Headquarters. Ask for T.G. Plant, Matson Bldg.

HUNGRY LUCKENBACK BOSS

CHISELS OUTSIDE JOBS

Tommy Anderson, the Walker on the Luckenback Docks, didn't like his gang any more so he got himself the job as a Walker again so he can make oodles of dough. First, he has to stay with the ship until she is ready to sail, going without hardly any sleep, but when he gets home to sleep, poor Tommy sits by the telephone waiting for a call to tie up another ship which, of course means extra velvet in his pocket. Then, when all is said and done and no ship in sight, he chisels himself and gang a job on some other dock just to fill in so the gang makes 43 hours per week. Well, good luck Tommy, old boy, work hard and make hay while the sun shines. You'll get pie in the sky when you die.

A Nelson Dock Stevie.

SPECIAL ANNOUNCEMENT

Will open Candy store on corner of Mission and Embark soon. Your patronage will be expected.

Lee J. Holman

WANTED: Small boy to shine up my cargo hook. I have decided to go to work. If not at home leave word with chambermaid, Lincoln Hotel. Ed Hauval.
EVENTUALLY: WHY NOT NOW?
THE SCABS MUST GO!

It certainly must be with limited content that the Ohm Broth-
ers and the rest of the finks on the Admiral Line go to work
every day.

We have proof for all this, as one of the famous Admiral liners
was out at Pier 45 last (Night time) and most anything
can, or is liable to happen to a rat at nights.

Those two finks travel together, one to protect the other
Apparently, they had a hunch or
was their conscience bothering them? Well, anyway, the big fink
brother Ben took his machine in
on the dock, with assistance from a
long line of finks, including
the topnotcher fink, Sid Alvin,
who with a company of other
drunks happen to come out there
for a little more hooch for them
selves and their respectable
(ladies in waiting). Also the
other Ohm Brother (Henry Kang-
aroo) used all "his strength to
stand on his long legs the other
day in Alameda. The boys ever
there told him it would be
healthier for him to stay on
board ship, which he promptly
did. A telephone call from the
office in the city was answered
by one of the gang bosses be-
cause the fink didn't dare put
foot on the dock with drawn face
and his teeth rattling in his
mouth, whenever he was to talk
to anyone, he went around a
haunted (men) rat.

Regardless, of all this we
must have good housecleaning
on the waterfront and we all know
what that will mean should we
happen to see a rat on the water-
front.

Don't weaken, Brothers, keep
up the good work—San Francisco
waterfront must be cleaned up. It
is filthy with rats, finks, scabs
so let's all get together, check-
ers, sailors, firemen, oilers,
masters and mates, cooks and
stewards, and the old reliable
spirit in the longshoremen who
can help will make this water-
front a fit place to work on.

An Admiral Line Stewie.

GREAT CHANGES ON THE WATERFRONT.

It is most surprising to no-
tice the great change that has
come over the workers on the
waterfront since returning to
work after the strike. The year
previous to the strike was one
that will long be remembered by
the longshoremen. It was a year
of speed-up, big loads, slave-
driving methods, plenty of abuses
by the bosses; in short it was a
year of extreme exploitation of
the men, exploited by a parasit-
ical shipowner class, most of
whom never have done a useful
day's work in their lives. Most
of them never go near a ship, ex-
cept when they wish to travel on
one of them to spend a "much
needed vacation" in the Hawaiian
islands or in Europe.

But since returning to work
after the strike things are very
different, which is as it should
be. Whereas before the strike
they were beaten, doctored and
mocked, they are now in a very op-
posite frame of mind. To state
that the men are militant and
aggressive would be putting it
mildly; in fact, it is hard to
realize that the same body of
men could produce such a change
of attitude in their own ranks.

However, the change has been
made and we are reaping the bene-
fit thereof. No more do the
docks of S.F. hear the booming
echo of some bosses' voice, the
whines do not groan with their
heavy loads as before, although
it would do no harm at all to
make the loads still smaller.
Such a suggestion would make
Shipowner tear his hair, and
shout from the house tops that
he will soon be bankrupt. We can
not be worried about them going
bankrupt; we must think of our
financial situation which is now
too good. By working slower
and making smaller loads, we will
come get more wages, which according
to the shipowners economics will
increase our purchasing power.
Then we can buy most of the
stuff we shove around on the
docks now. The gang and dock
steward system which we have in-
agurated is most satisfactory
in keeping job control, and must
become a permanent thing. The
stewards hold a weekly meeting
on Tuesdays where wages and
rates are discussed to improve con-
ditions, still more on the water-
front. FULL JOB CONTROL IS our
final objective and we will get
it if we go after it.

Aggressiveness militancy and
the will to push forward will
bring us to our goal. Our goal,
as we know, is FULL JOB CONTROL,
the right to say where and how
we shall work.
THE POLICE AND THE BOSSES

The sirens sounded, the public wondered
The police were answering a call again.
Was it gangsters? A hold-up? Or some notorious gunmen?

The police cars I followed, with throttle wide open
And to the Embarcadero they went
A hurried call Chief of Police Quinn received
And to Pier 26, his "heroes" he sent.

I stood and wondered, when at the scene I arrived
For instead of thugs and gangsters there,
A group of working I spied.
What's this all about? I asked one of the longshoremen there--
Much to my surprise he informed me
They refused to work with some finks in there.

I was more puzzled than ever
And inquired once more--
But why are the police here in numbers galore?
The man at my side then answered in turn,
"stick around Buddy, maybe a les son you'll learn".

The police, you know, is no working man's friend
They are used by the bosses our struggles to end
They have fought us in vain and tried our spirits to break
For a workingman's courage is stout,
And cowards of them--they CAN'T make.

I had learned much on that day of the workingman's plight
And on the side of the bosses the police "heroes" fight
But the masses I know
In the end shall win the last round--
For the police and the bosses must learn--
THEY CAN'T KEEP THE WORKING CLASS DOWN.

WHERE WAS FINNEGAN???
THE PIER 26 BETRAYAL

The American Hawaiian Co. have over 20 rat clerks working (father and son in one case which is an infringement of their own rules) and there was a good chance to get rid of these rats the other day, when all gangs walked off for that purpose. All it needed was a little cooperation from the clerks local. But where was Mr. Finnegan? Missing of course, as usual. The bosses should sure provide that guy with a fat job; he's earned it.

BIG HEARTED BENNETT

The pier Supt. at 35 has sure got a hard boiled way with him. The other morning there were a few clerks standing around waiting for a chance to go to work and as there was a line-up of teams waiting, he had to put a couple of clerks on. Says he, "I don't know whether you fellows know anything about clerking or not, but I got to put two of you on. I'll take the two hungriest of you, because I want men who will work hard". As the men hesitated to accept his invitation, put in such polite language Bennett continued, "What ain't none of you hungry."
LUCKENBACK BOSS WORRIES ABOUT TONNAGE & BIG LOADS

Dear Editor:

The other day a Luckenback gang boss (Charley Wright) pulled a hot one. The gang was working until midnight in Oakland, but the dockmen had to work a half hour longer. Instead of giving everybody the orders for the next day, he forgot all about the 4 dockmen. There were standing on Broadway waiting for the last train without tickets and orders. The men had to call one of their gang by phone to get their orders, which was for 1 P.M. If they had not called up, they would have been forced to be down on the ferry by 7 A.M. After getting home at 3 A.M.

It seems to me that Charley Wright is worrying more about tonnage and big loads than the men. He must still under the impression that he is working for the Blue Book and can do as he pleases.

A Stevie.

SOME BOSSES STILL SLAVE-DRIVERS.

Dear E:

On May 9th we went out on strike for better conditions and thanks to the heroic - fighting Rank and File Membership we have forced the issue and won better working conditions. While most bosses belong to the I.L.A some of the guys don't know yet what it is all about. They seem to have about the same ideas as before the strike in regard to general principles. So, it's up to the man who work for a living, to step on the bosses' toes and let those guys know that we are making a living for them also.

A Matson Man

UNION SAILORS CLEAN SHIP 2 SCABS SENT TO HOSPITAL

In far-off Shanghai some that when the President Jefferson docked there 7 union men of the crew were arrested for beating up some of the finks aboard. Two of the finks were so badly beaten that they had to be taken to the hospital ashore. The quarters where the scabs slept were completely wrecked and now the remaining finks don't know whether to leave the ship or not. The union sailors are making it plenty tough for the "lyal em-

A SQUALL AT PIER 39

There was rough weather again at pier 39 last week. Scabby Seafarers tried to give some hard-boiled orders to the men on the dock so they chased him on to the ship (Pennsylvania where it is rumored he hain in the reeler hatch. Let's hope he is still in there, with the other lemons, for he hasn't been seen since. And speaking of lemons, boss Sorensen is around the dock with a very sour look of his face. Is this because he got too many good union men or 39? We wonder. Anyway, something will have to be done about that face; maybe it needs lifting. Or perhaps it got that way because he now has to buy his booze instead of selling it like he used to.

JUST ANOTHER LEMON

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JUST ANOTHER LEMON
UNITY SPLITTING TACTICS.

Among the seamen and longshoremen there is existing a unity achieved during the West Coast Strike and the Seamen and Longshoremen must maintain this unity for one without the other can't be the means to keep what we have gained.

The members of the Marine Workers Ind. Union were the first to come out on strike in support of the Longshoremen and for their own demands. Perhaps some of the Longshoremen remember when the S/S Oskmar pulled into port here May 8th in which the crew took immediate steps to support the Longshoremen. This ship was the first deepwater ship to come out on strike in the port of Francisco; and every man aboard of her was a member of the M.W.I.U.

The unity among the seamen must be maintained and regardless of what union they belong to, they must recognize the necessity of supporting each other in their demands or of discrimination. It seems that one Frank Webb an ISU delegate for the Sailors has set himself up as a tin god, and going aboard ships and telling the men that if they don't join the ISU they will have to get off. There are many seamen that don't want to join the ISU, and to force and intimidate seamen into joining a union does not make UNION MEN. IT IS ONLY TRYING TO CREATE A DUES PAYING RACKET, and further splitting the seamen apart. There has been many instances where this has happened and it is time the seamen got together and told this Unity Splitting Pink off.

Ex-member of West Cactus.

SEAMEN:

Write to the Waterfront Worker and help build a more solid & united Front with the stevedores. One lesson we learned from the strike—WE MUST STICK TOGETHER TO WIN BETTER CONDITIONS.

LABOR LIKED - CROCKER SAYS

In a dispatch from San Francisco describing the issue of capital vs. labor in the strike there, the New York Daily News quoted Wm. H. Crocker, banker, saying:

"This strike is the best thing that ever happened to San Francisco. It's costing us money certainly. We've lost millions on the waterfront in the last few months. But it's a good investment, a marvelous investment. It's solving the labor problems for years to come, perhaps forever."

"Mark my words: When this nonsense is out of the way and the men have been driven back to their jobs, we won't have to worry about them any more. They'll have learned their lesson. Not only do I believe we'll never have another general strike but I don't think we'll have a strike of any kind in San Francisco during this generation Labor is licked."

PAGE MR. CROCKER

Hi Note:

Mr. Crocker have your chauffeur drive you down to the waterfront any day, that is when you are not busy clipping coupons off your gold-edge bonds or giving such scurril lies to the press and find out if labor is licked. For your information we tied up one of Robert Dole's biggest ships, the Taft, for six hours in one of the greatest demonstrations of solidarity ever seen anywhere. Mr. Casby came down to drive the teamsters back to work and he was chased off the front. Again, when the gang walked off the Birmingham City—again on 26 and 28 when the gang struck against the hiring of Pink's and even refused to "cover up"—again on the sugar docks when the gang boss fired a man. Mr. Crocker, get next to your self, Labor is organizing and being led not by pic-card artists but by real leaders of the workers; honest, sincere, fighting leaders of the working class and we are NOT licked.

TEAMSTERS:

Write for the Waterfront Worker. The sellout of the General Strike must have opened your eyes to the facts of Casey, Stewart and other.

Changes have to be made in your official set-up. Elections are coming. Prepare now.

Write your name to:

Waterfront Worker
P. O. Box 1138
San Francisco, Cal.
Let us see what program our International Officials brought forward at the Fifty-fourth Annual Convention of the American Federation of Labor.

If one looks at the capitalist press he will find not a word about protection against the lousy police who clubbed, wounded and killed our brother members during the strike, no protest or resolutions against Gov. Merriam, Mayor Rossi, Vandeleur, O’Connel, Casey and Paul Sharrenberg. I for one do not expect that he is going to be a playmate to Tom Mooney? In other words, Lewis knows who is keeping Tom Mooney in jail, yet he is afraid to tell the truth and is taking the easy way out by siding in with the rest of the fakers; but we have other officials there beside him—Pedro Fete and Patty Morris, and they could have at least drawn up some kind of protest or resolution regarding our twenty-eight innocent I.L.A. union men who are now in jail on fake charges growing out of the death of a scab, who was shot by another scab. What is the matter with officials like them? Are they afraid of being playmates to our twenty-eight innocent I.L.A. union men? If so, whom do they represent? If it comes to having dinner with Mayor Rossi or talking about a few phoney agreements the fakers are.

(Continued next column)