The events of last week shows us plainly that it is absolutely imperative to move with all possible speed towards the real formation of the Pacific Coast Marine Federation. When we take all these events into consideration and analyze what they mean, we can see that only by absolute solidarity and cooperation with the other marine crafts not only in S.F., but in all other ports on the Pacific Coast - and if possible the Atlantic Coast can we retain all or any part of what gains we made through our recent militant strike. Let us analyze some of the things that have occurred in the past few days. Let us see what is behind them; how they came about and what were the results:

At the meeting of November 12, Bridges pointed out that the best thing for us to do for a short time was to absolutely forgo taking any action so as to give the Labor Relations committee an opportunity to negotiate new working rules and conditions. The next morning we returned to work at Pier 23 - and also at Pier 34, under the same (Continued on next page)
conditions that we had left the job. The employers were not satisfied with this; they immediately moved to create a disturbance at the Dollar Dock when. Because the question of 12 cases of coconut had come up before. It was considered as being temporarily decided by the Labor Relations Committee, pending the outcome of negotiations—but suddenly the employers decided to renew their demand for bigger loads. This was to further stall off the negotiations on working conditions and an attempt to intimidate the men by forcing them off the job. However, we believe that the officials of our local showed good judgment by insisting on the rest of the gang remaining at work and confining the trouble only to those gangs that were unloading the coconut. There is no doubt the employers believed that the entire ship would knock off, including the crew and further proof of this is evident by them requesting Chief Quinn to put mounted police on the front.

Next came the "California Express" trouble, which, according to official information from Portland, was loaded by scabs under police protection in Portland. Naturally no I. U. A. man in this port wanted to work this ship as soon as they found out the facts.

The employers demanded that the S.F. men work this ship regardless of how and where loaded in Portland, claiming that not to do so would violate the award. In this they were up held by the arbitrator appointed by Secty. Perkins, and, furthermore, their contention that the award gave them full power and freedom to issue any order on working conditions and force us to obey them out immediately, also was upheld by the arbitrator, Judge M. C. Sloss.

What does this mean? Simply that the employer can order men to increase loads, use any kind of goar that they decide and we must comply; and then take it up with the Labor Relations Committee—regardless of safety, etc. Therefore, we can see that the employers having failed to split the unity as they first thought they could by registering a lot of non-union men instead are trying this tactic of fomenting dissent thru paid agents and stool pigeons in our ranks—of fomenting trouble by forcing the men off the jobs thru increase in loads, etc. At this time it should be pointed out the difference between the action as we were formerly taking it on the docks and the action that has occurred in the last few cases. When we took action before it was a case of organized action with the men knowing what they were doing, and why, and picking the time and the place; and the gains were not made in all cases men are still 100% solid and intend to remain that way.

The change in the situation is this: Now the shipowners are forcing the issue by constantly attempting to raise loads in a deliberate attempt to create unfavorable public opinion, and keep us in a state of uncertainty, and also to have an excuse to "steal" off any consideration of working rules and conditions to meet with our committee while there is any trouble on the waterfront.

Delay in setting up new working rules works all to their favor. Therefore new working rules must be brought about speedily as possible, and the Federation of Marine Crafts, which is now so imperative proceed with all possible speed.

We cannot afford to lose the close contact we have had with other unions. The plan now of the employers and the MISLEADERS in our own ranks and the other marine unions is to bring about separate agreements binding all unions and terminating different times. They can then always claim that each group is breaking its agreement if it takes any action and threaten to remove its charter, thereby thru intimidation attempting to destroy all coast unity. It is the duty of every one of us on the docks and along the front to call it to the teamsters, and impress upon all of them the immediate necessity of the formation and building up of the Pacific Coast Marine Federation. If this is not completed as soon as possible, the employers will "pick us off" singly—and destroy us.

ATTEND YOUR MEETING TONIGHT.

8 P.M. BUILDING TRADES TEMPLE
14th & GUERRERO S.F.

VERY IMPORTANT.

EVERY ONE PLEASE BE PRESENT
Why wasn't the telegrams from Ryan read at our last meeting, threatening to remove our charter? Because they were in Lewis' pocket. Where was Lewis???

EAT AT BILL'S LUNCH, Pier 37 - 100% Union? During strike I fed a few finks. Sorry, my mistake, but a man must live.

What is the matter with those longshoremen who ride around in the Scabby Ohm Brother's car? Mobbo the only way they can see a fink is through eyes that are black and blue.

FOR SALE: 1 second hand sandwich sign endorsing Judge Steiger. This sign has special force and aft knee action adjustment. Can be used in future elections. Apply Dutch Dietrich, I.L.A. Hall.

WANTED TO BUY: Services of Mr. Huber, if Larson of Seaman's Union is willing to sell. To be used as human victrola. Waterfront Worker P.O. Box 1188

PRIVATE CHAUFFER FOR BIG FINK

Emil Larson, the big fink from the Dollar Dock, has a private chauffer to call for him every night. The chauffer is sent from the Scab, Fink, Protection Dept.

WANTED: men to join group of wandering minstrels along Waterfront. Need 2 lyric tenors and 7 deep basses. Could use 1 guitarist player - possibly a good flute player. Rehearsals start at once. Must know the Regal Amor Brew song or the Faker's Lament. Apply Maestro Ed Houval, Lincoln Hotel, Studio 2nd Floor.

FREE FREE FREE

Free lessons in safe-cracking, wielding a black-jack, second story work and the correct manner to stick up a bank. Instructors all experts in their line.

APPLY S. F. Police Dept.

Our Heroic Police at Work
It has often been asserted that during the great Marine Strike, when all the cops were on the Waterfront, that there was far less robberies and hold-ups occurring than when the "City's Finest" were patrolling their beats.

Well, the citizens have not been wrong in their reasoning, because Oliver L. Hasing a copper for 23 years, was caught red-handed cracking a crib with a regular safe-cracking mob.

There is no question about it that the higher-police officials were forced into action because it seems half the city knew that Sarge was active in doing a little good for himself even to the extent of blowing up a building in an attempt to open a "can".

Cops ONLY get $200 a month and they must resort to sticking up honest people, cracking safes, shaking down houses of ill-repute, gamblers, etc., to make both ends meet. But these same cops can come down to the waterfront and beat, gas and murder honest, hard-working toilers because they dared to ask for a raise in pay.

The entire situation is food for thought. Why are the cops used as protectors of scabs? Why are they used against the strikers? Because their masters, the Boss Class, control them. Their masters corrupt them by permitting them to take the graft, shake down the pimps, crack a few safes, etc., in order to have something on the honest (?) and "heroic" police, and when the bosses' profits are threatened by the workers going on a strike Mr. Boss calls his tools, the police, and have the police beat, gas, and shoot the toilers back to work. It is only part of the corrupt system under which we live. Only when the workers and farmers control the country and the means of production can such vile and vicious tactics be stopped.

WANTED

More news from the docks & gauge.

Poems and lyrics of the toiling toilers can also be used.

Would you like to see your ideas in picture form? Send them in -- our cartoonist can draw anything.

The Waterfront Worker
P.C. Box 1158

I SOLD U OFFICIALS BUSY DRIVING MILITANTS OFF SHIPS

How can the seamen better their conditions when the officials and deputies of the I.S.U. expel militants within their own ranks, threaten and discriminate against any person trying to a union of their own choosing?

Driving union men off ships because they don't belong to the I.S.U. will never build a union, better living conditions, or increased wages.

These unity splitting tactics were pulled on the Barbara C.- last week and several other steamships. It seems also on the "Sacramento", but failed, because all I.S.U. men don't carry out the finky splitting policies of these phoney delegates, Webb & Stanally, whose only interest is the $30.00 a week and percentage they got barding seamen into their dues collecting racket of Sharenburg, Lareoe, and Berkevord.

Because of the unity of the crew, the seamen aboard the "Sacramento", regardless of union affiliation, won 50 cents an hour for 47 hours overtime with out even walking of the ship. Better food and living conditions can be won with unity such as this.

McGovorn, Secretary of the Firemen only had a paper organization before the strike and he made his living placing a few bets on the ponies. Now he is better off because the dues are coming in once more. He is a labor faker pure and simple without the guts of a louse. Although he really is no better off than the other fakers of the I Sold U, but it makes his blood boil to see such vermin betray the sailors who fought so hard to win better conditions.

The Marine Workers Industrial Union is ready and willing to form a United Front with the rank and file of the I.S.U. Both the fakers will not permit it. Instead they are doing everything possible to break the unity of the men. The I Sold U delegates go aboard ship and report M.W.I. U. men to fink mates and have them knocked off. The other day Stanley, the Firemen's delegate, got punished in spite of the union and filer because Stenally came aboard and began to broadcast such tactics as this.

The M.W.I.U. is a rank and file controlled Union and is going to continue to fight until all seamen are organized and united together against the Boss and not each other.

By an expelled member of I.S.U. during strike for opposing Arbitration.
LET US ALL BE TRUE

We may not reap the harvest
Of the work that we have done
But we'll carry on the battle
We'll make the bosses run.

They will surely try to crush us
And undo what we have built
They'll do their very damndest
To bring about a split.

SUBSCRIBE TO THE

The Waterfront Worker has received many letters asking for the little paper to be sent direct to the home. This we have been doing for some time. Not only is the longshoreman's paper read by the man on the waterfront but it is sent to other workers as well. Copies are also sent to foreign countries, notably, Norway, Denmark, Sweden and Germany. The following letter was received lately asking about the subscription rates for the paper. For reasons clear to all the name will be omitted:

Waterfront Worker
P.O. Box 1158

My husband and I would like to have the weekly paper sent to us. How do we go about it? Do you mail it to us? How do the payments go, by month or year? My husband is a longshoreman.

There are many weeks that he does not get the paper and I do so enjoy reading it.

Would appreciate hearing from you.

Sincerely,

Due to the extra cost of mailing, etc., the rates are 50 cents for three months - $1.00 for six months - $2.00 for year subscription. The paper is mailed in a large white envelope sealed.

No idle work, no paltry strife
Should our ranks in twain;
We have stood together
And we shall again.

This cause of ours is greater
Than the caprice of any few,
It looms above our manner
And we shall all be true.

WATERFRONT WORKER

Many longshoremen and their wives are regular readers of the Waterfront Worker, but as the newsboys only got down to the Front on Mondays and Tuesdays, many longshoremen miss the chance to get their copy. So those workers who want to be assured of getting their copy each week, fill out the subscription blank below, send it in with your money, either in coin or stamps, and the mailman will deliver your copy every Monday morning.

By subscribing to the Waterfront Worker you are helping the rank and file longshoremen who publish this paper to put out a much better paper. Many workers do not realize the great amount of expenses incurred in publishing a paper such as the Waterfront Worker. Paper has doubled in cost in the past year, ink has gone up and to mimeograph 2000 copies of the Waterfront Worker it costs approximately $25.00. This is not counting, of course, the typewriter, mimeograph machine and other incidental expenses. The editors have their problems and most of them are financial, so if you, as a worker, want to help the Waterfront Worker, the paper that has helped YOU, then fill out the subscription blank below and mail it to the Waterfront Worker immediately.

SUBSCRIPTION BLANK

The Waterfront Worker
P.O. Box 1158
San Francisco, Calif.

NAME. .................................................................

ADDRESS. ..........................................................

Rates——3 Months 50c——6 Months $1.00——1 Year $2.00——

The readers who are keeping a file of the Waterfront Worker and hesitating to destroy the paper by cutting out the subscription blank, state so in your letter and the copy will be mailed to you with your first copy and receipt.

The Editors.
OUT WITH THE DISRUPTERS

Dear Ed:  
The last general meeting was certainly an interesting one.  
When the meeting got under way it looked as if our business 
would be transacted in a fast and orderly manner, but fate de- 
cided otherwise.  
Fate was present in the form 
of a man wearing a blue blazer, 
with a slightly bald pate.  He 
was sitting near the front.  Well I 
must say he was persistent.  He 
had his mind made up to get Dr. 
Lagan 25c a month per member.  We 
wonder if the good Doctor has 
promised him a commission?  If 
an ever supply of persistency was this guy's virtue, his lack 
of intelligence was astounding.  
There surely was no harm in 
lotting Dr. Lagan's proposition 
wait until the hiring hall has 
been established.  To make a long 
story short I left the meeting 
on account of this FBST, and I 
noticed many others did the 
same.  Bridges is a good Chair- 
man and did the right thing in 
refusing this follow the floor, 
but he should have gone further 
and had the master-at-arms es- 
cort the nuisance out of the 
hall.  
A Lumber Man.

THE STRIKE OF THE BARGEMEN
WHAT'S JOHNSON'S BACkST?

The strike of the newly 
formed Bargemen's Local comes at 
a most inopportune time.  The em- 
ployers along the whole Coast 
have been attempting to start 
trouble.  By going on strike at 
this time the Bargemen are play- 
ning right into the shipowners' 
hands.  It is the employers' in- 
tention to split the unity of 
the workers.  This must be avoid- 
ed at all costs.  We must apprec- 
iate the spirit of the bargemen 
who are willing and anxious to 
strike and fight for their de- 
mands, but a strike must be or- 
ganized - the issue must be a 
good one, and above all a time 
must be chosen to strike when 
support can be depended upon 
from other unions.  If the barge- 
men will ask themselves this 
question, 'Can the other unions 
support us at this time?' The 
answer is obvious.  The time to 
strike is when everybody is 
ready.  It is out of the ques- 
tion for a single craft to strike 
and win.

Joe Johnson should know this. 
This guy is some leader, cast 
off by the longshoremen, he goes 
over to the bargemen and gets 
them all tangled up in an ill- 
timed strike.  Take a tip, boys, 
put the skids under this guy 
Johnson, and put a man in his 
place who has some brains, and 
who does not play the shipowners' 
game; a man who has some guts 
that will fight at the proper 
time; a man who believes in a 
rank and file controlled union, 
and a 100% union man - not a 
pie-card artist.

An I.L.A. Man.

OUTSIDE PORTS ASLEEP
SUFFER WRITER'S CRAMPS

The Waterfront Worker is sent 
to all ports on the Pacific 
Coast and to some ports on the 
East Coast.  Evidently those 
Brothers must have writer's 
cramps because never is a word 
received from them.

What's the matter?  Have the 
fakers got you down?

The Editors.
Well, Mr. Bennett, you sure succeeded in lining up a bunch of hungry clerks like you talked about. They are the clerks who sorted hatches on your last ship. They are hungry, very hungry, for overtime. They worked day and night; then day and night again. That is why they were dead on their feet and unable to sort the cargo properly, putting Oakland, Portland, San Francisco and Seattle all in the same pile. The Greeks had a word for it --- HOGASSES --- which means part HOG and part ASS, mostly the latter.

They are HOGS because they want to grab all the work, while their fellow - workers strive. They are ASS because they are hurting themselves only and their class, the working class, by being so foolish, working long hours and keeping other clerks from getting a job thereby putting a strong weapon in the hands of the boss - putting the star clerks against extra clerks and splitting the solid ranks of the workers. The bosses worked that system for years on the longshoremen, but the stewies understood what such practice was doing so the I.L.A. stopped it. Now, every I.L.A. man works the same amount of time in one month, and the ranks of the I.L.A. is solid and strong.

The clerks should get next to themselves and use the Clerks' Union for what it is intended - to get better conditions for its members and not a plaything for a mug like Finnegan.

Our idea of an Old Timar is a steely who remembers way back when a longshoreman did anything and everything the boss told him to.
At our last meeting a few brothers opposed the motion for setting up a Marine Federation using for an argument that we should delay action for a while because the Pacific Northwest was already taking steps to set up a Federation.

In the last edition of the Waterfront Worker it was pointed out that although Fink Ryan had left his agents were still on the job and the actions of those brothers who opposed the setting up of the Marine Federation, NOW, have a lot to explain.

Why should we delay? In order to give Sheriff Bjorklund and Paddy Morriss a chance to get solidified in the Pacific Northwest. Paddy Morriss is one of the cleverest fakers in the labor movement and didn't he, during the strike, get up and put over a fancy proposal on us? A proposal that broke the sail-ors away from the longshoremen. It was only through the watchfulness of the rank and file strike leaders that the proposal was NOT put into effect. Paddy Morriss put over the agreement by talking Marine Federation, telling us what we could do to the Boss after we had the Federation at our backs, but at the same time he had us agree to a sell-out agreement. Paddy Morriss is a dangerous faker, a Ryan man, and a shipowner's representative in the ranks of the workers.

Why should we delay? It was this argument the Labor Council fakers used in stopping sympathy action from other unions during our strike. O'Connell, Vandol-eur, Casey, Kidwell and the other sell-out artists urged other unions not to take action but DELAY - DELAY - while our strikers and class-brothers were being beaten, gassed and murdered by Quinn's cossacks.

By hindering and stopping the setting up of the Marine Federation we are putting a new weapon in Fink Ryan's hands. Ryan has sent two telegrams to our local telling us he will revoke our charter if we continue to fight to get better working conditions. Ryan will revoke our charter in a minute if he thinks he can get away with it. By setting up the Federation we can spike all Ryans and his Coast Agents attempts to split our militant ranks.

Other locals on the Coast are ready to fight against Fink Ryans splitting tactics, particularly, the Everett Local, who have already protested to Ryan over these telegrams.

The question is now, what is District President Lewis going to do about it? Lewis received both telegrams and has yet not read either to any of our meetings. The members are not supposed to know anything about such an important thing as having our charter revoked.

If Lewis was the right kind of District President, instead of a pie-card artist, he would be taking steps to protest to Ryan against revoking our charter. He would demand that Ryan fight for the men awhile instead of fighting for the shipowners all the time.

During the strike when all these phoney agreements were coming up, where was Lewis? You didn't hear him fight against any of those phoney proposals, did you? Why? Because he was working hand in glove with Ryan, Morriss, Finnegan and Pedro Pete, in trying to put them over.

But Lewis is half-smart, after lots of coaching from the other fakers, he stayed in the background and when pinned down to brass-tacks, he would say, "It is up to the men to decide", but at the same time, after lots of swearing, would try to explain the good points of the sell-out agreements. When pressed to the wall he would always back down. As a leader Lewis is a damn good BIG I AM and nothing else. He should be back on the Front packing a cargo hook.

Remember, Fink Ryan has left but his henchmen remain.

The Marine Federation will spike Ryan and his agents if controlled by the Rank and File.

ATTEND YOUR UNION MEETING!
SUPPORT THE RANK & FILE OFFICIALS.
MONDAY NIGHT - BUILDING TRADES
TEMPLE
14TH & GUERRERO -- 8:00 P.M.