What has "arbitration" done to the marine workers and longshoremen on the Pacific Coast? For years it has been a dream of all workers - shorter hours, human conditions - and a hope for the time when a worker could go home not entirely worn out from a terrible day's work - but possessing enough energy to dress and take his family out for a little pleasure.

The recent Pacific Coast maritime strike has placed us in the position where with the correct leadership, our dream may become reality. Let us look at the happenings on the Coast - following the arbitration award:

While hours and wages - as set out in the award - is a great improvement over the past - we must not allow ourselves to become "drunk" with the idea that we have WON OUR STRUGGLE - and can now relax! The "AWARD" is full of loopholes - and for this reason we must stand together as never before - and offer combat to the shipowners - who will try in every way to "chisel" on the things we have already won by a good stiff fight.

The award has been given nationwide publicity. The capitalist press would have the public believe that the longshoremen received a square deal at the hands of said board. BUT NEVER LET US FORGET - that THE AWARD WAS MADE - ON THE PICKET LINES - AND BY OUR MILLISENT FIGHT - NOT IN THE OFFICES OF THE SHIPOWNERS or the National Longshoremen's Board - and the award will be JUST WHAT WE WILL MAKE IT - AND WHAT WE CAN FORCE FROM THE SHIPOWNERS BY UNITED RANK AND FILE ACTION.

The registration problem was one of the weapons thru which the shipowners hoped to drive a wedge into our unity - but thanks to our very efficient ILA Committee on this Labor Relations Board - a plan for registration - which protects every man at present working on the front - namely that all ILA men now working on the waterfront shall not in future be stricken off the permanent list - in case a shortage of work occurs.

This arrangement by our ILA Committee was a real victory for our union - and it is to our benefit to see that all members register as QUICKLY AS POSSIBLE, so that registration can be closed - and thus keep off the front a number of undesirable characters - whom no doubt the employers are anxious to install as longshoremen.

The question of car work has already developed into a problem - especially in San Francisco. Some of the locals on the coast were benefited by having a ruling on all car work handed down with the award - and while in a few cases this class of work did show an increase in wages - San Francisco finds itself sadly neglected in this respect, as the a-
ward makes no provision for this particular class of work. Seventy-five percent of all car work on this side of the bay, prior to the strike, was handled by longshoremen who received longshoreman's wages (85% at this time) and gave employment to many of our members.

The award — being a coastwise agreement — places the ILA members in San Francisco in a precarious position. We won an increase in wages, according to the award, but in the case of car work we shall not receive this raise unless we can force the shippers to concede to us what we have rightly won.

In conclusion let us refer to one of the early paragraphs of this letter — and not RELAX — but go forward more determined than ever and force Mr. Shipowner to give us our just demands.

A LONGSHORMAN

It appears that a "Fink" is destined to play an important role these days — at least in the opinion of one of our members — namely Myers Johanson. When prompted the other day by some of the boys for talking to a fink boss outside of a business conversation — Myers informed the brothers that it was a part of his job to carry on a conversation outside of working hours, with those finks. For this violation as a member of the ILA he was placed on the monthly payroll.

Perhaps Myers Johanson is seeking elevation. If this is the case he should withdraw from the ILA — mix with the finks more frequently and the shipowners may then make him a share-holder — MAYBE (?)

SANTA CLARASO — U.C. OOOOO

ANOTHER DEFEAT for "Scabhorde" Bill Ingram. We wonder if the fact that some of Ingram's team did such noble work breaking the strike this summer has anything to do with the fact that to date they have failed to win a single big game. And could this also have anything to do with the record of the University of Southern California? It is a well known fact that both of these colleges (particularly Bill Ingram) were very active in furnishing strikebreakers — perhaps the boys got so worn out on the shore hotels that they can't carry the ball — nor buck the line — any more. (SPORTS WRITERS PLEASE COPY.)

A (former) U.C. FAN
FOUND:
One tooth on S.F. Waterfront. Owner can have same by applying at 113 Stewart St. in person. It is requested he leave his other teeth at home.

WANTED TO KNOW:
How can a man who is not longshoremen write "longshore news" for the Pacific Seamen? Send all answers to Waterfront Worker, P.L. Box 1158, S.F.

FOR SALE:
One shining star - one six shooter, cheap. Owner disgusted, didn't get elected for sheriff. J.C. Bjorklund, Seattle.

PERSONAL QUESTION:
How about some of that sparkling Hetch-Hetchy water over at the Embarcadero Terminal. No fresh water no work.

WANTED:
Fumigation expert to fumigate registration room, as the shipowners have sent some scabs down there.

GENERAL NOTICE:
Finks and scabs stay away from registration room - very unhealthy territory.

ALL ABOARD for Bay Excursion Picnic. S.S. "Finky Maru" will sail from Pier 14 next Sunday. Capt. Scabby Pete at the helm. 100% Fink Orchestra. "Loads of fun". Deck boy E. Stein will receive passengers at gangway. Jack Bryan Chief Mate. (No I.L.A. Longshoremen wanted)

DECK SCENE
ON S.S. FINKY "MARU"

LATEST REPORT ON ARBITRATION
BABY:
Not doing so well. The diet it is being fed by I.L.A. Labor Relations Committee doesn't agree with it, especially car work at 95 cents per hour, gives baby the colic.

FOR RENT:
Nice sunny, scabby, spacious hall. Can be used for dance hall, pool hall, or morgue for dead finks. Probably can be seen at 85 Clay St. Apply on premises. Our Agent, Mr. Emil Stein will show you around.

WANTED TO KNOW:
When is the Seaboard going to pay that over time for the S.S. Birmingham City.

WANTED:
Glazier to install unbreakable windows in Fink Hall, steady job, no drinkers or cigarette fiends need apply. See Scabby Peterson, 256 Mission St.

For Sale:
Twin beds; on, only slightly used. Will trade for travelling bag and aeroplane ticket. Apply Pedro Pete, 35-62, San Pedro.

WANTED: Would like to know now that since we are now working 6 hour day--30 hour week, will there be an increase in the size of stevedores families.
BUILD WOMEN'S AUXILIARY

Editor, Waterfront Worker:

There has been some comment in the Women's Auxiliary over the article printed in this paper last week concerning Amendment No. 11, and I would like to know the reason why.

I, myself, think that it was a very good article and everything in it was true. It certainly was very enlightening to those who do not know the true colors of our police.

Are we all going to sit back and forget what the police have done to our husbands during the strike? Remember, our men were fighting for higher wages in order that we may have better working conditions. But, alas, what did they receive during the strike? Nothing, but tear gas, clubs and guns. Two fallen workers were murdered in cold blood. They gave their lives so that our husbands may live to keep up the fight for the working class. Now, the police want our support.

What sympathy and aid did the press give us? None, except praise for the glorious and heroic murderers.

If we are going to vote "yes" on Amendment No. 11, we certainly are treating the boys who are paid to protect the citizens of S.F., very lady like. After all, what harm is there in a vote compared to what they gave us.

 Fellow workers, bring this paper home to your wife and have her join the I.L.A. Auxiliary. This Auxiliary was organized during the most crucial time of the strike, our husbands may live to keep up the fight for the working class. Now, the police want our support.

Another Longshoreman's Wife.

Pier 28 seems to be one big happy family. I.L.A. men and women work harmoniously together. If one of the husbands does no strike work for a while, and it doesn't matter if he is a Union man or a Fink, and he comes back again, then there is great rejoicing. Handshaking and back slapping that you have never seen the like of.

Just take a look along the Dock, then you see a Dock man and a Fink clerk in a friendly conversation. Most likely you will see that one fellow has his arm around the other fellow's shoulder. Chi Well! they are great Pals. Especially Olson's dock gang. It looks like they were trying to outdo each other to do something for the Fink Clerks and Walter and Gus are ahead of the class.

So far as the Bosses are concerned, some of them are trying to shake up once in a while. Now take Busco for instance; he would like to have the loads a bigger and I am sorry to say that his men are too willing to it. Then there is Olson and Tiger, they seem to forget that we went on strike to do away with the speed-up system. Every now and then things don't go fast enough for them and will you know how it was before the strike. Tanglefoot Gus has been good for a long time now, but lately he is getting a little louder all the time. There is a job for the dock and gang stewards. A lot of this can be prevented if the stewards are not afraid to speak up and correct the men when they are wrong.

100% Union Man.

Bellingham, Wash.

The I.L.A. local here organized a rank and file strike and won their demands for all hiring to be done through union-control instead hiring halls.
The questionnaire sent out by the Waterfront Worker has been answered by Sam Darcy, the Communist Candidate for Governor. The other candidates have not responded to the questions, but their answers will be printed in the Waterfront Worker, just as soon as they are received.

Editor, "Waterfront Worker":

I have your letter inquiry concerning my stand on a number of questions, particularly as they affect the longshoremen.

1. We are the only Party that, in the course of the maritime strike, assessed its membership to raise funds for the longshoremen and seamen, and as is well-known to you, many hundreds of dollars was raised which was divided among the Marine Workers Industrial Union and the L.I.A. local for relief and, for whatever other purposes you needed the funds.

2. Our Party's agitation was one of the chief factors helping to bring about the spreading of the strike to other marine crafts, and eventually to other industries, which helped win whatever gains have been made so far.

3. Of all the parties, our Party alone, put its newspaper, the "Western Worker", at the full and unlimited command of the longshoremen's strike committee, and we are the only newspaper that published reports giving the true facts of the state of affairs which were favorable to the longshoremen and other striking marine crafts. As you know, we ordered our Party membership to participate in every way to help win that strike, and as is commonly known, where the struggle was thickest, our Party members plunged in and helped. For those activities we paid dearly in the life of one of our comrades, Nicholas Bordoise, and the wounding and killing of hundreds of others.

I have been informed that many longshoremen intend to vote for Sinclair because they feel that Sinclair has a chance and the Communist Party hasn't. This is a very wrong idea. First, because it means we will never build a working-class party, and secondly because it is a fact that Sinclair hasn't a chance, and thirdly because even if Sinclair had a chance, he has a chance to win on the basis of having repudiated every promise he originally made to the workers. The original Epic platform promised to free Tom Mooney. In the final platform adopted at the Democratic Party Convention Sept. 20th, he eliminated all mention of freeing Tom Mooney. In the original Epic platform, Sinclair promised exemption from taxes on houses in which the owners' equity was under three thousand dollars. In the final platform he drops this entirely. In the original platform he promised a limited pension system for the aged. He has already repudiated that. Originally he promised good land to the unemployed. This, least of his other measures, was of course not based on reality, but he has even repudiated that.

Even if the Communist Party is not elected, a huge Communist vote will constitute a mass of pressure to force improved conditions. If you want to really make a demonstration against the regime of Merriam and the Republican Party, don't vote for Sinclair and the Democratic Party (which is just what the capitalist class wants you to do) but vote for the Communist Party. A huge Communist vote is the best rebuke to Merriam & Co.

I want to thank the "Waterfront Worker" for giving me the opportunity to appeal to all longshoremen not to let themselves be misled by popular but false phrases about voting for Sinclair so as not to throw your vote away. The best way to throw your vote away is to vote for Sinclair who has in the first place a safety program, which is supported by McAdoo machine, and represents the richest and most reactionary interests of the state, and to whom Sinclair has completely sold out. The hundreds of thousands of Epic workers, who in the last few months, have left Sinclair in disgust because of his repudiation of his earlier promises, are testimony to the fact that Sinclair won't be elected.

The only way a longshoreman and seaman can really use the elections to help improve his conditions is to vote Communist on Election Day, and make it a big mass vote against Merriam & Co., and for a great improvement in conditions for the workers.

(Signed) Sam Darcy, Communist Candidate for Governor.
THE WATERFRONT WORKER IS PUBLISHED BY A GROUP OF R.A.K. AND FILE STEVEDORES - MEMBERS OF THE I.L.A.

SEND ALL NEWS - ARTICLES - AND DONATIONS TO:

F.O. BOX - 1158 -
SAN FRANCISCO, Calif.

NEWS FROM R.H. WORKER.
Santa Barbara, Cal.

Editor, Waterfront Worker:

Through reading your paper and witnessing the results of your militant organization, I want to compliment you on your courageous fight for better conditions. What we need in our work is a rank and file union to press our just demands, instead of the dues collecting do nothing order we have. Our working agreements and seniority rules are violated constantly and we can't even get an answer for our grievances, much less a hearing. May you continue to prosper and fill your ranks.

A Railroad Worker.

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FINKS IN THE REGISTRATION LINE.

Dear Ed:

It seems that the shipowners are sending considerable scabs down to register, looking over the bunch that was waiting to register there. It certainly was plain to see, that many standing there were not longshoremen, but just plain finks, who are probably being paid to come down to try to chisel in our jobs, for which we fought as workers have seldom fought before.

Another thing we noticed, that the cops were present; of course they were not there to chase the finks away, but in order to intimidate the longshoremen, and stop them from chasing these scabs or other undesirable elements away. To make a long story short, the news has spread around already that the northend of the Ferry Bldg. is a very unhealthy spot for any finks or persons who are not longshoremen.

As a warning all scabs stay away from the North-end - an open season is hereby declared on all scabs who cross the deadline.

A 100% I.L.A. Man

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The accident which occurred at the Matson Docks which resulted in the death of our brother Z. Black, might have been avoided.

(Continued bottom of next column)

EDITOR:

There is some scalers who stab bed during the strike by doing stevedoring on the American-Hawain docks. Now they are back scaling. Scalers are picking the $ Line because they won't pay the union scale. While the scalers were picking Pier 46, one of the pickets recognized the scabs and went and got one of the I.L.A delegates. When the I.L.A. delegates and 2 scalers went on the dock the scabs were sitting on a truck. When the delegates asked them what they were doing, they said nothing. They were loading cars because the Company don't want to pay the regular scale to longshoremen. The stevedores chased them off the dock. When the scalers got off the dock, they ran to their machine. The scalers chased them and broke the windows of the car. One of the scalers pulled out a knife and tried to stab some of the scalers. But the cops came and took them to the Haywire dock. Which shows again the scab-horrid tactics of the police. Only united action by all marine workers will clean out the rats on the front.

A Scaler -
Member I.L.A. 38-100

In order to prevent a recurrence of any accident of whatsoever nature, the dock-gang must make it its business to inspect all gear before turning to. The falls, blocks and shackles should be carefully looked over, especially on coast-wise vessels, where the guys and the rope lifts are always left on deck and exposed to the weather. This type of gear being exposed naturally rots very quickly. The shipowners, being naturally greedy for profits, are not anxious to replace guys and lifts until they almost fall to pieces. In the future take time off to inspect all gear, and remember our departed brothers - who have given their lives while they were being exploited by the bosses, and always remember - YOU MAY BE NEXT - if carefulness is not reported to.

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Editor of Waterfront Worker:

At the last membership meeting we donated $100 for Sinclair some could continue his radio broadcasts, but I wonder how many stevedores know that Vandeleur, the head fink of the Labor Council, is the principal speaker on these broadcasts. As President of the S.F. Labor Council and Chairman of the General Strike Committee, Vandeleur did more to help break the General Strike and the great Maritime Strike, with the possible exception of the Big Fink Merriam and the "little" fink Rossi. Vandeleur as Pres. of the Municipal Carmen, ordered the carmen back to work after they were but one day on strike, and the majority of carmen did not want to go back to work because they realized that this maneuver was the first move to break the General Strike, which it was.

Another question is - has Sinclair ever made an open statement what his actions would be toward strikers if he were elected Governor? I do also would like to know where Sinclair was during the Maritime Strike? Did he give any financial or moral support?

The maker of the motion to give Sinclair $100 stated that it was a slap against Merriam, but I agree with the Brother who said, "Give a like sum to Sam Darcy, the Communist Candidate, and take a good healthy slap, not only at Merriam, but at all the finks and strikebreakers like him!"

I wonder how many brothers know that the Communist Party donated hundreds of dollars to the I.L.A. during our strike besides issuing the Baby Western Worker for us free of charge. No doubt, they did numerous other things to help us which I don't know about, but I also know that the Communists held mass meetings all over the State to gain sympathy for us striking longshoremen and seamen.

So, there is no doubt that the Communists are ready to support the workers when they fight for better conditions. I want to say that I am going to vote the Communist ticket straight & I urge all stevedores, all maritime workers, and all workers, to vote the same, a straight Communist ticket. Take a healthy punch at all fake politicians, the labor fakers and the whole rotten capitalist system.

A Rank and Filer

EXPLANATION OF EXTENSION OF 120 HOUR LIMIT.

On Nov. 1st, it became apparent that certain gangs working for various employers, would have their 120 hours in. The Employers Committee wanted to know if something could be done about it. They suggested that the time limit be extended temporarily to overcome the emergency. It was explained to them by our Committee that there were plenty of ILA men on the front who were not working this week, for the reason that they had been told by their employers to "LAY OFF" this week, to enable them to work their ships next week. In order to overcome this difficulty it was finally agreed to extend the 120 hour limit 24 hours temporarily only, until Nov. 12th. One of the conditions was that this work be given to the casual gangs.

STRIKES AND MORE STRIKES.

For some reason or another, Longshoremen do not like finks. This may seem strange to the shipowners, and we won't try to explain it to them now. We fear they would not understand. Anyway, several gangs went on strike at 14th St. in Oakland, when some scab clerks were found to be there. The gangs went home, leaving several ships tied up there, and the shipowners were tearing their hair. Some of them are quite bald, having no hair to tear out, I guess they must have been foaming at the mouth. We still believe that if we don't approve of things on the job, and things are not adjusted, we must strike. In most cases, results are obtained by job action.

Judging from the bulletins the Labor Relations Committee is publishing they must be having quite a time with the Shipowners Committee. It seems very peculiar that when the award allowed the Longshoremen 95c per hour and then left the car workers out in the cold, as it were. The National Longshoremen Board must have done this for a purpose. They certainly know that the car work has been our work for years. Their motive for leaving the car workers out, must have been to create a furor or a split in the ranks.

We must be careful not to let this difficulty get the best of us. No doubt it will be adjusted. Rumors have been circulated around that the independent car loaders are willing to pay 95c but the Waterfront Employers Union are acting stubborn and stiff-legged.
HAIL TO THE ORGANIZER - THE WATERFRONT WORKER

Soon the Waterfront Worker will be two years old, and much has been accomplished in the short life of the little paper. When the paper first appeared on the Front, the shipowners and their bawling, whiskey drinking bosses were enjoying a Roman Holiday. The Blue Book with its gang of scurvy sifkins in office were intimidating and running the Front to suit the "Robber" Dollars, the T.C. Plants, the Hugh Gallaghers and the rest of the blood-sucking exploiters, who live off of the backs of the workers.

The stevedores were speeded up till they could not endure the terrific strain much longer. The loads were growing bigger and bigger and the cows and board silages were becoming so huge and heavy that it was all two men could do was to lift one of them. It looked as though the hungry, slave drive bosses were getting ready to hook onto the freight cars and drop them in the hold. Those steves who went to the Scabby Blue Book to protest against the miserable conditions were either beaten up and kicked out of the Hall or, their complaints and grievances were simply not listened to.

Then the Waterfront Worker came to the Front and immediately the longshoremen called the paper as their own, which honestly and truly was THEIR PAPER.

The paper published names and stores of the bosses who were so actively engaged in sweating blood out of the stevedores' very hides. The policy of rank and file action was eagerly taken up by the men and we began to go places. The rank and file stevedores who are responsible for the publication of The Waterfront Worker worked night and day getting news and seeing to it that the paper came out on time. Soon the Waterfront Worker became a powerful factor on the Frisco Front and the stevedores now can see that the program of the "Worker" has been correct.

After the great maritime strike of last summer has been gone over, we can see exactly who our friends are and who are our enemies.

The Waterfront Worker has filled a vital need in the lives of the longshoremen.

We have won, through our magnificent display of courage and fighting abilities and a CORRECT PROGRAM an increase in pay, shorter hours, better working conditions and a CLOSED SHIP. Now we must continue to fight to hold what we have won. Now we must close our ranks, stand shoulder to shoulder and not let the shipowners take from us what we so heroically fought for and got.

The law of nature is, no plant, tree, shrub or blade of grass can stand still. It must either continue to grow bigger and stronger or stop growing and become weak and gradually die away. The same applies to The Waterfront Worker. The Waterfront Worker is on the Front to stay and it must GROW.

What are you going to do to help it? What have you done in the past?

The Waterfront Worker needs NEWS, STORIES, POEMS, CARTOONS, written in your own way. Yes, financial contributions will be accepted. We intend to become a much bigger paper, possibly a printed weekly. As we expand we need more and more help. Remember what the Waterfront Worker has done for you.

Write for, and support your paper; the Waterfront Worker, P.O. Box 1158.