HEARST MAKES ATTACK ON LABOR

William Randolph Hearst and his chain of newspapers is carrying on a campaign against American workers, the unions and the whole organized labor movement in a Fascist manner.

So vicious and filled with dangers for working people is this Hearst-Pacifist drive that it becomes a matter of vital necessity for all wage-earners, and especially for all maritime workers on the West Coast, to be clear on what Hearst is trying to do, why he is trying to do it -- and to an ever Hearst and the big bankers, for whom he speaks in a decisive way.

All union men know what the Hearst papers - the Examiner and the Call-Bulletin in San Francisco, all the Hearst sheets in other Pacific Coast Cities -- did during the waterfront strike and the general strike. They were the sheets that lied and slandered the strikers, their organizations and their leaders in the vilest way ever seen in any labor struggle. John Francis Keylan, Hearst's chief legal adviser, was sent here by Hearst to work with the Industrial Association, the Waterfront Employers Union, the police, the "vigilante" and the so-called "Citizens Committees", AND ORGANIZED ALL POSSIBLE FORCES TO BREAK THE STRIKE.

The other papers were bad enough but Hearst's yellow jingo journals led all the rest in fill-they lying and in their demands for the crushing of the strike by any and all means including murder of strikers and sympathizers.

Hearst is NOW BLAZING THE TRIAL FOR A NEW OPEN SHOP, UNION SMASHING AND WAGES CUT DRIVE BY THE ORGANIZED EMPLOYERS. The employers in the big industries, the(Durable Goods Industries) meeting in Hot Springs, Ark., some three months ago, adopted a program, published in the New York Times and other papers, which called for WAGES CUTS "Wages to be adjusted to profits"; it called for the abolition of "ALL LIMITATIONS ON THE HOURS OF WORK"- longer hours; their program demanded the lifting of all restrictions on the right of big companies to combine with other big companies TO FORM STILL LARGER AND MORE POWERFUL RUSTS.

The big employers (iron and steel, oil, auto, textile, electrical machinery manufacturers, shipping companies etc.) are organizing, with the help of the government, more powerfully than ever before. They are going to try and increase their already huge profits by speeding up workers, cutting wages, forcing workers to toil (Continued on next page, Column 2)
(CONTINUED FROM FIRST PAGE)
longer hours for the same pay and
USE THE CRIMINAL SYNDICALISM LAW
AND OTHER LAWS THEY ARE GOING TO
DEMAND CONGRESS TO PASS, AGAINST
anyone or any organization which
resists this new hunger and slave
program of theirs.

Further, the new government
scheme for unemployment "relief"
is a scheme TO CUT DOWN the scanty
relief now handed out. This new
scheme was demanded by Hearst, his
chain of something like 110 papers and
magazines, and by the big em-
ployers for whom he and his papers
speak.

This new attack on the unem-
ployed, intended to make their
conditions so much worse that they
will be forced to scab whenever
they get the chance, and thereby
help to slash wages, was announced
by Daniel Roper, U.S. Secretary of
Commerce, speaking to the "Congress
of American Industry" (organized
by the National Manufacturers
Association) speaking to this
meeting in New York City on Dec-
6th.

This new scheme, as announced
in the S.F. Examiner for Dec. 7th,
has four main points; 1.) Shift
relief responsibilities from the
Federal Government to states and
localities. This means that the
millions of unemployed, whose num-
bars are increasing daily, are to
look for food, clothing and shelter
to the state government and city
governments THAT ARE ALREADY BANK-
RUPT. It means still worse hunger
and actual starvation. 2.) "Concentrate
on needed public works which
will not conflict with private in-
vestments and private industry."
This means little if any public
work—and THAT TO BE CARRIED ON AT
COILZ WAGES.

This article will be concluded in
next week's Issue. Watch For It.

WRITE FOR THE
WATERFRONT WORKER
P.O. BOX 1158, S.F.

LUCKENBACH CREWS WIN 8 DAY STRIKE
I.S.U. FAKERS TRY SELF-OUT MOVES.

The 8 day strike of the seamen
on the Robert, Dorothy, Jacob and
part of the crew on the Lewis
Luckenbach, has been won.

The crews won the following in-
creases in pay -- AB's from $35 to
$50, firemen from $36 to $50, oil-
ers $40 to $60, mess boys $24 to
$40. The shipowners were forced to
take back all strikers and not to
carry on any discrimination ag-
ainst anyone for union activity.
This victory was won from the
greedy shipowners despite the
strike breaking methods used by
the I.S.U. officials and the order-
ing of the longshoreman back to
work by Dist. Pres. Lewis. The
rank and file longshoremen told
Lewis to go to Hall and stuck with
the striking seamen.

The I.S.U. officials refused to
declare the strike officially and
did everything possible to stabi-
the strikers in the back, but the
I.S.U. rank and file members work-
ed together with the Marine Work-
ners Industrial Union and succeeded
in setting up a rank and file
strike committee. This strike Com-
mittee maintained connections be-
tween the longshoremen and team-
sters, who refused to touch any
cargo that had anything to do with
struck ships.

This solidarity action between
the big 3 on the waterfront again
proves the necessity of building a
Marine Federation as soon as po-
sible.

The shipowners and fakers dread
and fear such rank and file action
that won better conditions on the
Luckenbach ships.
All workers should see clearly
now, through the rich experiences
of the past months, that the fak-
ers will do nothing for the rank
and file. The rank and file thru
broad committees and their trusted
rank and file leaders is the only
way to win better working condi-
tions and higher wages.
WANTED TO KNOW:
Who writes the Waterfront Worker?
Send answers to, T.C. Plant, any of his agents or any Labor Faker.

Stand-By For The Fun.
Our idea of a Roman Holiday would be when Big Emil Larsen and the Ohm brothers ship out of the I.L.A. Hall.

NOTICE TO GENERAL PUBLIC
We, the officials of the Blue Book hereby tender honorary membership upon John Seelander, Charlie Withy and Geo. Haskell, "that Pop-Eyed Rascal."
(Signed) Emil Stein
Witnesses--Scabby Peterson
T.C. Plant

WANTED AT GMC:
Rush Names to call the Waterfront Worker.
Send direct to Pacific Seamen
Or see E. Jeuval, Lincoln Hotel

AT LAST --------------- SUCCESS!
We, at last, found out one reason why the U.S. Steel Co. ships "fink crew.
So McNeil and Grifbon can steal the gear more easily.

WANTED:
Good reliable press agent to get the U.C. football team some favorable publicity.
No scales need apply.
Contact U.C. Football Manager.

BELIEVE IT OR NOT??
Joe Johnson donates his weekly wages to the striking Bergeman.

(Ed's. Notes, We DONT Believe It)

Please I want a ride?

I.L.A. Boys' Agent?

NO MORE THUMBING RIDES.

When is Local 38-79 going to buy the Business agents a car and stop cluttering up the Embarcadero by thumbing rides?

JEUVAL CAUGHT COPYING MINUTES
CHASED FROM OFFICE

The other day E. Jeuval was chased out of the I.L.A. office. He was caught copying from the minutes of our regular meetings. What this mug is doing in the I.L.A. anyway is a mystery to many. But to others his mission is very plain -- he refuses to work longshore -- he is always well dressed if you notice his feet are a trifle flat -- and there is an old saying, "All policemen have flat feet."

He is President of the Waterfront Merchants Association, which is, only a racketeering organization. He is also employed by the Regal Amber Brewing Co. to boost the sale of their beer. He is connected with the Pacific Seaman, the paper of the I.L.U. fakers, which urges the men to accept "finks into the Union.

We got rid of police agents, such as McNulty, Administrator and the likes. Why can't we dump this egg overboard? He is there for no good reason, don't mistake that.

Wanted: Good reliable press agent to get the U.C. football team some favorable publicity.
No scales need apply.
Contact U.C. Football Manager.
There is some comment among the Matson men whether it was correct or not for the Waterfront Worker to publish a letter from "A Matson Man", telling how they had slowed down on the job and forced the Matson Co. to stop sending scab walking bosses across the bay.

Some of the Matson men are using the argument that by publishing such a letter that we are tempting our hand to the employers. If you look at the record of the A.F. of L. misleader you will find that those bosses advocated the same thing. The fakers worked so secretly with the employers that the membership did not know what the Hall was happening until they were forced to accept a settlement agreement. This secret stuff works fine for the employers and fakers.

If you remember correctly, our first negotiations with the shipowners, through the five and five committee, and by the way, McKenna was on that committee, were carried on in secret. The membership did not hear a word from the committee for six weeks, except, "progress was being made." So much progress was made that the membership decided to strike. With all these facts fresh in our minds, some of the brothers want to go back to the secret negotiations — no doubt to build a few more Casey's, Vendeleur's and Pedro Pete's.

The A.F. of L. fakers went into power by secret negotiations and by assuming the power to settle all grievances. It is on these grounds that the fakers and the militant rank and file will forever:

Any organization that intends to get better conditions for its membership must have a policy understood by every member. If anybody is so stupid as to believe that an organization can adopt a secret policy or program that the employers will not learn about is crazy.

The day after our last membership meeting Scabby Bryan told our committee quite a few things that happened at our last membership meeting. Does that mean that the I.L.A. will fold up? DECIDELY NOT. Those rats must be weeded out.

In the case of the Matson Co. wasn't the point won? The men slowed down because they did not want to work with scabs. Hornbaker, the company keeps the scabs at the home dock.

To point out the success of striking on the job to all stovedores was the task of the Waterfront Worker. We did it. It's a cinch, if the Matson Co. didn't like it, the other companies won't. What can they do about it? Absolutely nothing.

It is the fakers' policy, to stifle all struggles and to work in secret with the employers, but it is the task of all militants and a rank and file paper, such as the Waterfront Worker, to put before the men all details to be followed to win better conditions.

The Waterfront Worker will continue such a policy.

INGRAM'S BOYS GEE GALA RECEPTION

Scab players carry own baggage.

On Friday, Dec. 14th, the Golden Bears, headed by Bill Ingram, arrived at Pier 48 to go aboard the Pros. Taft to sail for Honolulu.

Upon their arrival at the dock they received a tremendous ovation not from their friends and admirers, but from the maritime workers gathered there toboo and hiss the college-bred scabs, who inked during the marine strike of last summer "just to keep in shape", as Scab Ingram said.

The college scabs get the surprise of their life, they couldn't seem to grasp the significance of it all. To be a football player in an American college is to be a hero and yet here were those maritime workers refusing to man a ship they were to sail on. But lugging their baggage aboard amid the boos and cries of fink, scab, and rat, the boys had something to think about.

"The Walkout of the Ento." ship crew on the Pros. Taft, including the longshoremen and teamsters, from the skipper down to the mess boy, is one of the brightest spots in the history of the American working class up to the present time. The great demonstration of working class solidarity will go down in history. The shipowners and employers were afraid of the such acts of unity. It was because of the effective protests waged against Scabby Ingram that caused him to lose his job as head coach at U.C.

The workers and militant students have shown that they will not tolerate scab-harders and baby "Hittiers" to use our public institutions as fascist factories. Ingram, the University authorities and the employers have learned a lesson. Aid the workers above all have had it driven home again, solidarity and unity of action will force the shipowners to their knees begging for mercy.
San Francisco, July 23.- Many, if not most, of the betrayals in American labor struggles have been more or less accidental or organized on the spur of the moment. The San Francisco betrayal was planned in advance. It was deliberate.

The "real leaders or organized labor" -- as Mayor Rossi of San Francisco and the press call them -- have begun to talk. Secrets are being told. There is a wonderful atmosphere of staff fellowship even though there is no hint among the members of the cabal which conspired to "go along" with the general strike, demanded by the resolute workers of the ten maritime trade unions headed by Harry Bridges, in order to betray it.

The potent drug that is distilled by the process of fraternalization with the great has gone apace to the heads of the "real leaders of organized labor." Fawning on Farley, wrangling with Wagner to divide the ranks of labor, shaking hands with General Johnson and giving slavering approval to his fascist denunciations of Communists and all honestly militant working class leaders from whom Ryan, Vandaleur and Company are unable to alienate the raw and file ranks of these "gentlemen's gentlemen" of the American robber class are making some revealing statements.

First on the list of loose talkers is one Joseph Patrick Ryan, National President of the International Longshoremen's Association. In trying to select the most important and characteristic of his recent utterances he suffers from an embarrassment of riches.

Perhaps the statement most indicative of the defeatist conspiracy -- practically without parallel in the annals of the American labor movement -- to deliver a mass strike movement into the hands of its class enemies, is that contained in Ryan's telegram to Mayor Rossi published in the S.F. News for July 20:

"As one good pal to another, wish I were with you. It will all come out all right!"

Little comment is needed on this effusion. It is directed to the mayor whose police shot and killed two members of the union of which Ryan is president, and wounded 32 more by gunfire upon unarmed pickets.

It is directed to the mayor, whose police protect the fascist bankers and shooting up striking members of the I.L.A.

If Harry Bridges and the maritime strike committee don't have photostatic copies made of the S.F. News' story and distribute some 50,000 of them to waterfront workers, they are far less able than we think they are. If Ryan thinks he can get away with this, this is stuff merely because General Johnson denounced Bridges in his speech yesterday in the Hollywood Bowl he is completely ignorant of the temper of the men upon whose dues payments he lives.

But rarely do Communists have their estimates confirmed so rapidly as by Ryan is another statement issued in New York, and sent out by the United Press. The wave of righteous indignation which came from the "real leaders of organized labor" in the Central Labor Council of San Francisco -- and which prompted the press to go into spasms of anti-Communist diatribes -- when it was reported here that Earl Browder, speaking for the Central Committee of the Communist Party, had written in the Daily Worker that the maritime workers had headed the general strike in order to be in a position to betray it, was something to write home about.

J.P. Ryan obligingly makes the concrete admissions that were lacking to make the indiction preferred by Browder factually complete. In the U.P. Dispatch from New York, dated July 20, the S.F. News reprinted:

"Concwat'Tion union leaders sanctioned the S.F. general strike to force a showdown and terminate the activities of Harry Bridges, radical longshoremen's leader, according to Joseph P. Ryan, Pres. of the I.L.A.

"The longshoremen's chief said that when he reached the West Coast last May he found the grievances of the maritime workers real but that the employers had confused them with working for the West Coast longshoremen do not have responsible leadership."

"In his contacts with Mr. Bridges, Mr. Ryan said, he found that the men would not be bound by majority feeling and that he was following a course of arbitrary decisions."
Editor:
The International has refused to pay strike benefits to the scalers, ruling that they are neither in strike nor locked out. The Lewis agreement, drawn up and already signed by the scaler contractors, "is so good," to use Lewis' own words, "That the scalers can't even go work." That's what you call real (?) trade-union leadership, a leader (?) signs an agreement and it is so good that the men can't return to work because the contractors won't pay the wage called for. That is a good one. Now you try one.

We have always said that Lewis was dumb, but we never thought he would try to crawl out from under a situation by using such a phoney excuse. Well, live and learn.

Because of this good (?) contract, the men are denied work. Ryan and Lewis rule that the men are not entitled to strike benefits because there is no strike, but Lewis could and did draw his sixty bucks a week all during the maritime strike. Well, coming right down to it, was Lewis on strike? By an accurate check it was found Lewis, the District Pres attended two strike committee meetings all during the strike. Pretty good, we'll say. Ryan, the International Pres., didn't attend any although he was sent special invitations via Western Union.

A faker will always remain a faker no matter how much he tries to deny it; his actions speak for themselves.

A Rank and File Scaler.

An Oakland Longshoreman

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The readers who are keeping a file of the Waterfront Worker and hesitate 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.
Dear Editor:

The other week a couple of gangs went up country on all on the M.S. Carrizo. It was a Flood job and we had to travel from the Ferry to Point Pablo in trucks and believe me, brother, the tear gas during the strike had nothing on the gas coming from that truck. The exhaust pipe was broken and coming down the hills the gas would almost burn your eyes out, besides choking you up that you could hardly breathe. The truck driver of course, was a union man but I can't see why the union, through the dock stewards, can't force the shipowners to give us decent, warm union-driven, transportation, when we go up country, I understand the Greyhound busses are fink.

As it was raining two days that we were there, we couldn't burn to. Now, if we had gone up in union-driven busses, we could have sat on the nice, warm, soft seats instead of wandering all over the ship looking for a dry spot.

I think the question should be taken up at the next dock stewards meeting and settled -- that all gangs going up country go in union-driven busses. I thank you.

An Agitator.

WORKING GIRL PRAISES W.W.
RAFTS STEW- A-DOOR #3879

Editor, Waterfront Worker:

Congratulations to the Waterfront Worker for calling the bluff of Steve-A-Door, Book No. 3879 whose letter you published and ANSWERED in today's issue, December 17.

You answer to Steve-A-Door, must have felt like a sock in the jaw after his defying the Worker to publish his letter, if you weren't "too yellow". The laughs on you, member (3879). We all hope your questions were answered correctly.

Keep the good work up, Ed, any paper or publication that hits the nail on the head as the Waterfront Worker, deserves praise.

No, I am not an I.L.A. man. I'm just a working girl, who reads every issue.

--- A Working Girl

NOTICE

MEETING — THURSDAY
DEC. 27 — 8 PM
14TH AND GUERRERO
EVERY-ONE ATTEND

Dear Ed:

While the Bargemen's strike is 100% effective, the Lewis-Johnson machine is working overtime to get the Bargemen to accept a sellout agreement.

This is being done by continually bringing in reports about the five companies who are willing to do business with the I.L.A. The two major companies, Crowley's and Perryboatmen, according to the machine, don't recognize the strike and are unwilling to come to any terms.

The strike was called for an eight hour day, $5 cents an hour, $1.25 overtime. The machine is advising the men to accept a settlement which the five smaller companies agree to pay, 67% cents an hour between 7:00 A.M. and 7:00 P.M. and 85% overtime. What does this mean? Nothing, but splitting the union. One half of the men will be sent back to work with a little increase, while the others receive nothing, which sets the ground work to dissolve the union.

The Secretary, who is not a bargeman, but a boilermaker, the only time he ever worked on a barge was last August, scabbing, while the bargemen wore still out on strike. He is one of the mouthpieces of the Lewis-Johnson machine and told the men to accept the agreement. He paid respects to Lewis and Johnson for the fine work that they were doing.

This phony is meeting with plenty of opposition from the rank and file. He should resign because the rank and file their guts and we are not going to put up with him any longer.

Johnson and the scab secretary are still drawing their wages, while we pound the bricks and eat coffee and. They tell us to go up to the longshoremen's hall and play a day's work. We are still on strike, and how can strikers take another man's job?

Lewis is doing nothing to get the men back to work on the sugar boats who walked off during the general strike and were replaced by "Raw Deal!" Perryboatmen. And now Johnson wants us to play fair with the Perryboatmen, who are only "Raw Deal" scabs, helped along, of course, by Lewis, the big fakor.

An I.L.A. Bargeman

P.S. What we need is rank and file officials like the longshoremen have.

* * * * * * * * * * *

* WATCH THIS SPACE FOR VERY SPEC-
# HAL ANNOUNCEMENT IN NEXT ISSUE*
TRANSPORT DOCK REFUSES TO ABDIE BY LONGSHORE BOARD'S DECISION

OLD SCALE STILL IN EFFECT ON GOVT DOCK

The Comptroller General of the United States ruled that the Army Docks would not have to abide by the Longshore Board's Decision and therefore would continue to pay the old scale of 85 cents an hour and an 8 hour day.

This decision handed down by the Comptroller again proves the hypocrisy of the "New Deal".

The New Deal is supposed to guarantee the right of the workers to join a union of their own choosing. We saw the brutal terror unleashed against us when we struck for the recognition of our union, the I.L.A., an A.F. of L. affiliate. The terror and brutal force used to drive the longshoremen and maritime strikers back to work had the sanction and was sometimes spurred into action by high government officials.

General Johnson, the right hand man of Pres. Roosevelt, in his famous Phi Beta Kappa speech at Berkeley University gave the signal for letting loose the terror campaign which acting Gov. Merriam and Mayor Rossi had already organized. There were some 5,000 National Guardsmen on the waterfront with tanks and artillery. General Johnson's speech gave government sanction to what will, in all probability, prove to be, not the birth of actual fascist terror in America, but something more than that, the first widespread raging on the loose of this bestial child of capitalism in decay.

The longshoremen agreed not to strike the Government ships and to prove their sincerity worked all government transports during the strike, and now after we returned to work and a Board appointed by Pres. Roosevelt makes a ruling and decision to increase the pay and shorten the hours, another branch of the government service refuses to abide by that decision, although the private shipowners are expected to. You can see how far the government would go to force the shipowners to abide by the award. It is only due to the fact that we are so well organized and from the solidarity already expressed between all marine groups that the shipowners are abiding by the award. The government has millions to spend to force the workers back to the job, but not one cent to spend to see that the award made by a government committee is put into effect.

Another case in point is that of the scalers, who joined a union of their own choosing, under section 7b, and every since the maritime strike have been locked out. The government, like the labor faker, refuses to take any action, giving as an excuse that before arbitration can proceed there must be somebody to arbitrate with, the shipowners refuse and the labor department will not take any action to force them.

The most flagrant violation of section 7a by the shipowners, the police and government agencies is the wrecking of the Marine Workers Industrial Union, the arrest and beating of hundreds of members and the deportation proceedings started against those workers who happened to be foreign born. From these actions we find that the New Deal does not carry into effect those things it promises to the workers.

Now the straw that broke the camel's back is that the government does not have to abide by its own decisions.

It's getting about time for Roosevelt to make another of his fire-side speeches, the workers are becoming hungrier and restless.