The impartial chairman, selected by Madame Perkins, former Judge Marcus Sloss, has already made known his interpretation of the award. He has ruled that the shipowners have the right to dictate the size of loads and speed which the men must work; and stoppage of work in protest against bigger loads or against the speed-up will be adjudged as breaking the award. The shipowners armed with this anti-labor interpretation are doing everything possible in an attempt to provoke a walkout which they will turn into a lockout of all longshoremen on the San Francisco waterfront. It is well to note that the District Officials, headed by Wm. J. Lewis, are doing nothing to combat this latest maneuver of the shipowners. Instead Lewis is making threats that he will (Cont. on Page 2)
(Continued from page one)

point out the Fresno Charter if the longshoremen insist on boldering their conditions by individual dock strikes. Lewis fails to point out a definite plan of action, which the men should take. Lewis, like a true labor faker, uses the shipowners' arguments to force the men to accept any conditions which the shipowners may propose.

The shipowners with the aid of the labor fakers are working over-time to isolate the Fresno longshoremen from the rest of the Coast and to smash the I.L.A. in this Port. A Negro scab union has been formed in the East Bay under the direction of the shipowners. This union is organized to break the solidarity between negro and white workers which gave such great strength to our struggle.

Shipowners' agents are abroad throughout the country lining up possible scabs.

The shipowners have fired their old publicity committee and a new, more high-powered one has been engaged to spread the shipowners' lying propaganda over the nation. No doubt you have seen some of these lies in the daily newspapers. Such lies as: "LOCAL 38-79 HAS IRRESPONSIBLE LEADERS AND AS LONG AS THOSE IRRESPONSIBLE LEADERS ARE IN CONTROL, THE FAIR-MINDED AND HONEST WATERFRONT EMPLOYERS UNION CAN NOT DEAL WITH THE I.L.A."

Honest and fighting labor leaders will always be "IRRESPONSIBLE" to the exploiting class, but to the rank and file these leaders will always be respected and loved by all.

We have a o n n w h a t "r e s p o n s i b l e " labor leaders have done for the worker — look at the record of Sell-out Rynn, Mike Cacey signing up s o m e t r u c k - d r i v e r s after the General Strike, strike breaking Vandellor, sending the "Many" Carmen back to work, "Raw Deal of the Ferry Boatsmen, fighting to keep h i s a (?) men on the job during the General Strike. All these thugs are certainly responsible labor leaders in the eyes of the Bosses, why? Because they are responsible to the Bosses to keep the men quiet and submitting themselves.

Despite the new attack of the shipowners and the open cooperation they are receiving from the labor fakers, we, the workers, have the power in our hands if we develop it and use it properly.

First, all the waterfront workers on the Pacific Coast

must be united in a Marine Federation with Rank and File officials and Supreme R A N K and F I L E control.

Secondly, we must acquaint every worker in the Bay Region with the true facts. We must point out the failure of arbitration, the unity between the shipowners and the labor fakers, the threat of Ryan to revoke our charter if we do not do the shipowners' bidding, the active work of the shipowners to provoke the Union to call a strike and which they, them, can turn into a lock out. These facts must be brought before all the workers and when shipowners make their next move of bringing scabs onto the S.F. waterfront under armed protection, that all workers will down tools in such a mighty demonstration of working-class solidarity that the shipowners and labor fakers will never try again to bust any union on the Pacific Coast.

ATTENTION NEGRO STEVEDORES!

The shipowners, using a well-known scab-herder, are busily engaged in organizing a Negro scab union in the East Bay. The shipowners are enraged because Negro and White stevedores are working side by side on the Fresno Front. They are going to break this solidarity if they can. That is why they are organizing this scab union — to build up racial hatred between the Negro and White longshoremen. We must stop this at once. The Negro longshoremen must go among their people and acquaint them with the facts. Write in your experience to THE WATERFRONT WORKER. Your name will be withheld.
FAMOUS LAST WORDS:

Lewis: How long have YOU been on the Waterfront?

Rank and Filer: Just long enough to learn the smell of a faker

F--- how!!

HASKELL REGISTERS COMPLAINT

To Whom It May Concern:
The brand of booze some of the men bring me now-a-days is not fit for a scab like myself to drink. Even my Missus kicks when I bring a flask of this terrible stuff home.

Boys, remember, I prefer Haig & Haig or Johnnie Walker.

Geo. Haskell - Scab #1
(The Old Rascal)
Matson Pier 32

OH! MR. HUBER

Mr. Huber is fat and foolish
On the A.F. of L. Question
He is quite mulish,
The Marine Federation he does oppose
Because the bosses and fakers
lead him by the nose,
On his bed a night he lays
and tosses
When he sees the fakers thrown
for big losses.

FAT AT FOSTER'S LUNCH, ARMY AND NAVY Y.M.C.A., EMBARCADERO, S.F.

Take advantage of our high class cuisine, our spotless kitchen and our NON-union help.

Eat your Christmas Turkey Dinner here.
Congenial surroundings (no longshoremen). Our establishment caters to some of the most prominent men? (Scabs) on the Waterfront.

WANTED: Pair of dark glasses, am having trouble with my eyes.
See Mr. Finnegan, Clerks Local

WANTED: Ideas to make Ryan popular among Coast stevedores.
See Wm. Lewis any time.

WANTED TO EXCHANGE: Pair of good stool-pigeons for second hand aeroplane, or what have you
Pedro Pete,
c/o San Pedro Pilot News.
THREE - IN - ONE
CROCKER-RED CROSS-P.G. & E.

Sometime ago Mr. W. H. Crocker, big banker of the First National Bank, San Francisco, was boasting how he and his gang had broken the Union movement on this Coast. He was trying to kid the public. It might interest readers to know that this same Crocker is a member of the self-perpetuating Board of Directors of the Red Cross. He is also a director of the P. G. & E. Co.
The Red Cross has its money in Crocker's Bank, except for the $625,000 which it has invested in the P. G. & E. Catch on??

FAMOUS LAST WORDS!

Mr. Stevedore, have you paid your last year's income tax yet?

SUBSCRIBE TO WATERFRONT WORKER! YOUR PAPER

Many letters and subscriptions are coming into the office of the little paper and from the letters received the workers can readily see what the Waterfront Worker has done for them.

Some of the letters are violent attacks against a boss or against another worker, but these letters the Editors will not print because, no doubt, they are the results of a personal quarrel or the work of stool­pigeons. We will not, under any circumstances, indulge in private quarrels. The policy of the paper is to build and strengthen the I. L. A., to elect honest officials, who will continue to fight for the rank and file at all times.
The Waterfront Worker is YOUR paper, to express your grievances and suggestions for greater unity among all workers.

Write your opinion in - we welcome criticism.

Do your bit for YOUR paper by subscribing now.

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

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Rates - - - - 3 Months 50c - - - - 6 Months $1.00 - - - - 1 Year $2.00 - - - -
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.
TRAFFIC JAMMED -- STREET CARS OVERTURNED IN CAR STRIKE

The street car men in L.A. are out on strike. They are striking against the split-shift system, that is of working three or four hours in the morning and three or four hours in the evening; in other words, standing by from twelve to sixteen hours in order to work eight.

The strikers are carrying on militant picketing despite the efforts of their (2) leaders to stop it. Street cars run with armed guards, heavy wire mesh to protect the scab motormen, police cars convey all cars through the streets, but despite all these precautions numerous cars have been overturned, the scabs beaten and the trolley apparatus wrecked. The yellow press are already crying for the blood of the strikers and charging that longshoremen are helping the striking street car men.

Even the paid capitalist press must admit that the longshoreman and maritime workers started a new era for the labor movement in the heroic three months' struggle of last summer. More and more workers can now see that in order to win better working conditions and especially to WIN A STRIKE that you must FIGHT. All strikes are won on the picket line -- stop the moving of scab cargo, stop scab street cars from running, stop scab machines in factories; stop the bosses profits and then you will see action.

With militant picketing strikers must also have a Rank and File control of their organ-

READ THE WORKING-CLASS PRESS

Again, in the L.A. streetcar strike, the lying capitalist press launches a vicious attack against the striking carmen.

The press will play an important part in the car strike as it did in the Maritime Strike. The bought press always serves its masters, the exploiters of labor. But the workers also have a voice -- a young, strong vibrant voice that shouts that all may hear, the mighty voice that awakens courage in the down trodden and the meek, that causes the big bosses in their lofty towers of cement and steel to shiver and quake in dread and fear. The voice is the Western Worker, the worker's press.

Subscribe and read the WESTERN WORKER. Read the truth about the strike and struggle of the workers. Give it to your friends. Spread it. Spread the truth.

T.G. PLANT LOOKED OVER THE WATERFRONT AND THIS IS WHAT HE EXPECTED TO SEE!!

What T.C. Plant really E.W. will be in the next edition of the W.W.
M.W.I.U. FIGHTS FOR UNITY
RYAN'S THUGS SLUG PICKETS

Last June 2nd, when the West Coast Marine Strike was in full swing, the crew of the SS Texan, in the Port of New York, realized that the struggle of their West Coast Brothers, was their struggle and struck the ship 100% in sympathy.

The longshoremen (I.L.A Local BOE) refused to work cargo until Charles Wilson, their Business Agent, and Frank Talacy, their Delegate, forced the men back to work with the threat of blackball on the New York waterfront. Wilson and Talacy said the seamen had nothing in common with the longshoremen and for us fellows on the Texan to lay off the I.L.A men. Talacy also organized gangsters to attack the M.W.I.U. picket line on the dock.

The crew was finally forced off the ship by the New York cops.

All the members of the crew did not belong to the M.W.I.U. but we followed their leadership in the struggle on the ship and in picketing the scab ships that came into that port. We clearly saw that the M.W.I.U. was the only marine union on the East Coast that was trying to mobilize united action for the sup port of the West Coast.

The shipowners saw that too, and that is why their agents, the I.S.U. officials, have been discriminating against M.W.I.U. members when they ship out here and in other West Coast Ports. The M.W.I.U. has shown that they are for the unity of all seamen and all longshoremen and we, rank and file M.W.I.U. members, call on you, I.L.A. men, to back us up against this discrimination.

Have you any ideas for cartoons? The WATERFRONT WORKER has an excellent artist who is pump ed dry of ideas. You send in your ideas - no prizes will be given, but in the end you will benefit. Your Union, the I.L.A. will be made stronger and we will ALL get a grand prize.

BETTER WORKING CONDITIONS.

The Editors.

THE RANK AND FILE

Dear Ed:

During the strike, over in Oakland, the rank (rankest bosses on the front) took everything into their hands and sat around the hall eating like kings, while the file did eight hours out in the cold. Midnight to 8.00 A.M. was a good warm shift. If you wanted a cup of coffee you had to walk to the hall if you did not have an auto.

Here is a list of the rank: Diver, he has been speeding up again.

Wright, works the boys for the church.

Hungry Gus, got a man's job, who went on strike. The man used to get $240 a month, now, he gets two days a week and Gus gets the $240.

Funny, Black Bob, the origin al big load guy, he has started again.

Bootlegger Mike, he runs second to Bob. He can't keep a man in his gang.

Over in Alameda, I saw a couple of good, UNION MEN (?) each begging overtime Fred to let them ride him home.

Where I came from, Europe, the rank in the army is the officers and the file, the men - just the same as Oakland. The file had charge in Frisco.

If I will get you the names of Fred's taxidrivers soon as I can None of them live near him, so I don't see why they want to ride him home, do you?

Yours truly,
26 Years on the Front

Keep up the good WORK.
RYAN’S MACHINE AT WORK
MCKENNA, DEFENDER OF FINKS

At the last membership meeting several members took the floor and exposed Dist. Pros. Lewis as part of the Ryan Machine. One Brother pointed out that during our strike last summer the New York longshoremen wanted to strike in sympathy with us. In one local, which consisted mostly of foreign-born Italians, Ryan sent his henchmen down and told the Italians that if they struck they would all be deported back to Italy.

Mckenna, true to his tradition as defender of finks, jumped up and defended Pink Ryan. McKenna, as usual, did not have a leg to stand on and was booed off the floor.

All members should take heed of this latest action of the Ryan machine. Ryan’s agents can see that the Rank and File is growing stronger daily. We all know that Ryan is the biggest fink of all the finks. Because, his power is slipping his agents take the floor to defend him. It means but one thing, Ryan and the other fakers are growing desperate and they are applying terrific pressure on their agents in our local to do something to save the hides of the fakers.

Brother members, be on your guard. Pink Ryan has left, but his agents remain.

LONGSHOREMEN,
BARGEMEN
SCALERS
WAREHOUSEMEN

Let’s hear your opinion about Joseph F., Ryan, the big sell-out artist. He is our (?) International President. We are paying him. How long are we going to continue doing this???

CADDILLAC - 90-3RD ST. IS BLACK
ALL WORKERS--DON’T PATRONIZE

Dear Ed:

The Cadillac Restaurant, 90-3rd Street is BLACK. A strike is now in progress there. The owners have openly defied the Culin ary Unions, saying, "No person carrying a Union Card will ever work here". Despite these scab remarks and despite the pickets who picket the sc ab joint, I.W.A. men have been eating there. Particularly, one longshoreman named RGSS who laughs at the pickets when they tell him the restaurant is scab, replied, "I’ll eat Where I damn please, scab or not".

This guy RGSS must be a big brave guy, something like Mike Casey of the Teamsters who voted against the General Strike. Ross can eat where he damn pleases all right, but I’ll bet it will be much because it will be the only thing he will be able to eat if he comes back to the Cadillac again.

I am writing to the Waterfront Worker because I know all the longshoremen read the paper, and I want the men on the waterfront to know that the rank and file of the culinary unions are back of the Marine Unions 100%, especially do they admire Harry Bridges, the Chairman of the Strike Committee. The longshoremen should pass the word that the Cadillac, 90-3rd Street is Black. Don’t patronize.

A Culinary Worker

TEAMSTERS -- TEAMSTERS

Teamsters, did Mike Casey call you out on strike.

Wasn’t it the rank and file sentiment that fought for the strike despite Casey and the other fakers?

Teamsters, write in your news to the Waterfront Worker, P. O. Box 1153, San Francisco, Cal.
Mr. Lewis, the District President in an active supporter of the Mike Casey, Vandaleur, O'Connell labor faking, sell-out machine. The machine that broke the General Strike and which triod its dummy to stampede the heroic striking maritime unions back to work. A stampede which would have resulted in wipping out every labor union on the S.F. Waterfront. It was only the firm stand and the supreme faith of the rank and file in their elected strike leaders which prevented this stampede. The orderly retreat made by the strikers, under the guidance of rank and file leaders, is now labor history throughout the world now know that a strike can be LOST, yet if the men stand firmly united, that gains can be gotten when they return to work and above all their organization must be maintained.

The question that now arises is: Why did Lewis come out in defense of Casey and the other striker-breakers? To explain correctly we must go back to the time of the strike. When Ryan came to the strike scene last summer he immediately went into session with Fink Rosai, Lewis, Casey, Vandaleur, and other labor fakers. These men were drawn up to put over the May 20th agreement, knowing that Frisco strikers were the most militant and also that they were the Coast backbone of the strike. They also knew that the men would never return to work unless they received a favorable settlement; therefore, Ryan was to tour the Coast and if the other ports were agreeable to the settlement he was to revoke the Frisco charter and put over his sticking, rotten, settlement. But Fink Ryan and his scabby agreement did not go over very well in the other ports, so he came back to Frisco and the sell-out artists again got together and cooked up the June 16th Agreement, having little Fink Rosai, the Teamster fakers, who were not on strike and other finks with Ryan, sign the agreement, thinking that the signatures of all these big guys would force the strikers to accept the sell-out. Lewis says a RACH UNCLE HE WANTS TO REMAIN IN THE CLEAR, JUST IN CASE THE AGREEMENT DID NOT GO OVER.

Of course, we all know what happened in Eagles Hall on that memorable Sunday, but on Sunday morning a group of Frisco stevedores were invited to Ryan's room in the Whitcomb Hotel and there the agreement was read. These boys were supposed to fight FOR the agreement that afternoon, but the sentiment was so strong against it that they did not dare. Who are these guys? Why didn't they expose this at the Sunday meeting? After the Sunday meeting, the strike-breaking fakers again got together and Casey demanded of Ryan that he fill the charter of 34-70. Ryan was scared to do this, knowing that if he did the entire District would break away and all this per capita tax would be lost along with the power that goes with the Pacific Coast. When Ryan refused, Casey called Ryan a white-ballied rat, a yellow-belly, and cow-licking under the sun. Ryan took it like the rat that he is. Ryan then went out on a two week's drunk and would up in St. Lukes Hospital with the D.T.'s.

The significance of all this, the fakers are moving in a different manner now. Lewis, part of the sell-out machinery, is trying to build up finks like Casey, Ryan, Vandaleur again so the longshores will accept them as leaders to head the Marine Federation. They know that the Marine Federation under rank and file leadership will break the fakers machine on the Pacific Coast and bring the shipowners to their knees begging for mercy from the waterfront workers. The shipowners are bringing tremendous pressure on their tools, the labor fakers, to deliver the goods and the fakers cannot because the rank and file can see to clearly the entire set up.

Fellow-members, Lewis is daily linked with the whole sell-out machinery of the S.F. Labor Council. We must elect an official of the Marine Federation honest, sincere, fighting working class leaders who will not betray us for a pot of gold or a political job. Let us go forward to -- RANK AND FILE LEADERS A MARINE FEDERATION

**WRITE SCRIBBLE**
**It doesn't matter how good**
**or bad you do it, as long as,**
**the real inside dope news**
**etc. is there. The more you**
**write the more your fellow**
**workers will know where**
**hearing on the docks and**
**ships. Send in your informa-**
**tion NOW**

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