

WATERFRONT

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WORKER

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ARBITRATION? NO, NO!

The longshoremen and seamen strike of the Pacific Coast is now in its second week. Despite the attacks of the shipowners, the police, the steel pigeons and spies in the ranks of the strikers are firm and unyielding.

The longshoremen and sailors stand united in their common fight. We must continue to stand united if we are to win. Letters and words of encouragement pour into the strike headquarters daily accompanied with money and food donations. The workers in other industries students, intellectuals and businessmen are supporting the strike 100%. Public opinion is definitely backing the striking longshoremen and seamen.

With the ranks of the strikers solid, enthusiasm high and the determination to win grimly implanted in every man's heart; the strike is going forward but the local and dis-

trict officials are doing very little to help win this history making strike which is shaking the nation. In fact some of our officials do not want to collect relief, nor organize defense and knock the militant attitude of the pickets.

Some of the district officials are cooperating with McGrady, who wants to place the demands of men into the hands of the arbitration board. The special meeting proves this conclusively.

The rank and file members are forging ahead, organizing relief, defense, picketing and conferences, whereby all marine workers can be brought together. Not one man says but what this is the best organized and best functioning strike ever pulled in the marine industry.

THE POWER
ON THE
FRONT!



(con. from page 1)

McGrady the strike breaker, has been here but a few days, and already has set up the machinery to send the strikers back to work while the demands are arbitrated. In this action, he is getting the support of our district officials.

Fellow-strikers, we must be on guard. The shipowners, McGrady, the Chamber of Commerce, the police, the city administration, the stool pigeons and spies are all out to break the strike.

The tentative agreement, which was turned down by the entire coast, is once more brought out by McGrady. We striking longshoremens do not want the tentative agreement. We do not want arbitration. We do not need McGrady to settle our strike.

WE WANT A CLOSED SHOP.

We want a coastwise agreement. We want a joint agreement between longshoremens, seamen and all marine workers.

We want direct negotiations between the strikers and the shipowners.

We will negotiate hours and wages.

We will stay on strike while the negotiations are being carried on.

For these things we will fight to the bitter end.

We will fight along with all workers in the marine industry, until we carry this fight to a successful conclusion.

S C A B S

Al Young, Pier 17

Jack miske, #35

Art Holstein

McNeal, #36

Geo Haskell, #30

Emil Larson, #42

John Selander, #39

Sid Arvin

Ben Ohm, #16

Henry Ohm, #18

F. Anderson, #20

Johnhangland

Ed Matison, #28

Gus Meissner, #28

Olin, #15

Chester Hessian

Jack Chambers

Julius Tillman

Capt. Trieger

Fred Conrad

Thompson

A. Young

Art Holstein

John Schander

Jack Miske

John Cribben

All Around men:

Daily News

Overtime Fred

Tanglefoot Gus, #28

G. Gifford

The WATERFRONT WORKER is issued by a group of rank and file stevedores in the I.L.A.

ANTI*SCAB COMMITTEE FORMED STUDENTS SUPPORT STRIKE.

Five hundred students and teachers turned out to hear three of our speakers at San Mateo Jr. College last Tuesday. From all reports, it must have been a very enthusiastic and inspiring meeting, because reports are still coming into the hall about it. The students formed themselves into an anti-scab committee, and took it upon themselves to see that other students will not scab or recruit scabs to work on the waterfront during this strike.

During the 1919 strike, students helped to break the strike, but this strike is different. The majority of students are supporting the strike, and doing everything in their power to stop scabs from going to work. We must have unity between students and workers if we are ever going to get any place. Let's join hands - -

SOLIDARITY!

BILL INGRAM RECRUITS SCABS. STUDENTS PROTEST ! !

The National Students League discovered that Coach Ingram was recruiting scabs right on the University of California Campus. The League got busy, issued 1000 leaflets in protest and called a meeting for Sather Gate at noon.

A committee of striking longshoremens was invited to speak, which they did, and I must say these speakers cleared up many points which were bothering the students.

So many protests besieged the U. of C. that President Sproul issued a statement saying that he had stopped Ingram from recruiting any more scabs.

STRIKERS BEWARE !

Our strike is solid. Many efforts have been made to break the strike, but we have repelled all attacks. The newspapers have been carrying dynamite stories. Now follow strikers, we must be on the lookout, as there is no question but that shipowners will resort to any plot to break this solid front. Beware of any dynamite plots, or any use of firearms to get rid of scabs. These plots are always used as a last resort of the shipowners to railroad militant leaders of the strike to jail.

Carry on mass picketing and united action with the seamen. Victory is in sight. ONWARD!

THE SEAMEN'S STRIKE

When the stovedores called their strike a week ago Wednesday, and called upon all workers in or around the marine industry to support them, they received that support, and nearly 100%.

Seamen of all ratings walked off the ships.

Teamsters refused to handle scab cargo.

This was not the whole story. The seamen, seeing in the longshoremen's strike the opportunity for not only showing their work- ing-class solidarity, but also the opportunity to strike for their own demands.

First, a mass strike conference was called by the Marine Workers' Industrial Union, of all organized and unorganized seamen representing nearly 1000 men in the port. A United Front Strike Committee was formed, and the time for strike was set for May 12th at 8:00 P.M.

When this time arrived the seamen of seventeenth ships walked off immediately, to be followed by others. The demands were for a wage scale based on the \$65 scale for AB's, three watches, a centralized shipping bureau to be run by an elected committee of seamen, using a rotary system of employment.

In the meantime, the members of the ISU were walking off their ships. Despite the fact that the Union was not on strike. Finally at the demand of the rank and file, they were off their ships anyway, the ISU declared a strike.

The stovedores, realizing the importance of keeping the support of the seamen, passed a resolution that there would be no settlement until the seamen had won their demands.

On Friday night, May 19th, an official conference of all seamen's organizations was held in the ISU Hall, and certain agreements in regard to wages and hours was established.

The ISU had previously submitted demands for the shipowners to have complete choice of all men they hired, while the United Front Seamen's Strike Committee had been demanding the Centralized Shipping Bureau.

The Plan which was at least agreed upon by the Conference was for a collective living bill by a committee of representatives from both unions, of rank and file members using a rotary system of employment and giving full preference to Union men, regardless of affiliation.

The Port of Everett is tied up 100% by the strike of the longshoremen. The ILA Local 38-76 went out Wednesday morning along with the rest of the coast.

Two ships were in port when the strike was called. These were the Lake Frances and the Kansan. The crew aboard the Lake Frances was asked to load the cargo, but refused. The result was that the captain drove the wanch while one of the mates did the hooking on and another landed the loads.

The Kansan left port this morning with the cargo untouched and a sympathetic crew of sailors on board. The crew of the Kansan voiced their opinion that they recognized the ports of Everett and Boston as the two strongest ports.

The morning the strike was called the crews were picked for the loading of the ships with the intention of going down to the ship and contacting the seamen but the bosses were wise to what was going on and stopped the longshoremen at the gate.

The strike is in charge of a rank and file committee of 15 with a strike meeting of all longshoremen every morning. The Relief Workers' Protective Assn. is backing the strike 100% while the Teamsters Union have refused to move cargo to or from the decks.

A delegation of longshoremen from Everett went to visit the port of Anacortes where there is not an ILA local to ask cooperation in the strike.

BOSSES SPREAD LIES USE NEGROES AS SCABS

The Shipowners and their sly- ing tools are spreading vicious lies that the ILA does not have Negro members in its ranks. All of us know that this is a deliberate lie, told so the Negro workers can be made to believe that they are justified if they go scabbing.

Even steel pigeons in our own ranks bring up the question that this is a white man's strike but our members quickly bring such elements around. This is not a white man's strike, but a strike of all workers, regardless of race, color, creed, or nationality. We are out to win and when we win, the Negroes will get just as much benefit as any other worker. Let's stick together. Black and White - Unite and fight. Nothing can defeat us.

San Francisco, Calif.,
May 17, 1934.

Editor:

This is the first time I ever had the nerve to write to you, because I never knew whether your program was correct; but now that we are on strike, I can clearly see and understand, after reading all of your Waterfront Workers, that your program is one all longshoremens should follow. I don't have to ask twice what to do. I generally know what to do at the right moment, and it looks to me that the rest of my fellow workers must have read and studied your Waterfront Worker, for they are right on the job.

The coffee and sandwiches go pretty good at night; it makes me feel at home, and that is why I am on the front 16 hours a day. I have always been afraid of strikes, but now I like it, for it proves to me what power the workers have if they will only use it when it becomes necessary. Even the shipowners must have learned by now where the power lies; if they haven't, I am sure they will by the time the strike is over.

Well, they had it coming to them; for 14 years us stevedores have been going around and didn't know whether we were coming or going. They have treated us as if we were not human, and now that the strike is on I can't see how in Hell they ever got away with it for so long. We must have been asleep; we should have given it to them long ago. Well, we have the power now; if they don't behave themselves we will take the ships and run them to suit ourselves.

What Do You Say.

A Stevie who is learning all the time from now on.

**PUBLIC OPINION BEHIND STRIKE.
WORKERS ENTHUSIASTIC.**

Saturday I talked with a person whose business takes him all over San Francisco, and he talks to many people every day.

According to this man, everybody is talking about the strike, and everybody is overjoyed that we have succeeded in tying up shipping. Most important of all, everybody wants us to win. There is no doubt about it: public sentiment is with us.

The shipowners never expected all the longshoremens to strike which they did. And the fact that the seamen and other marine crafts also walked out came as a complete surprise to every SS owner.

The greatest mistake we could make would be to go back to work and leave the other crafts holding the bag. It would be a most

(cont. bottom next column)

As a picket of an extra Gang, I have been traveling all over the Waterfront, and I am telling you I have seen all kinds of sights. As I passed the Dollar Dock the other day, I saw the scabs dumping a load of canned goods overboard. Now if that had happened to any of us, they probably would have immediately fired the whole gang. As far as picketing is concerned, I might state it could be done in a more effective way. Some of the boys sure take it serious enough, but there are some who think all they have to do is pass around the Pier Head some place and watch the cars go by. Now I would like to point out to the members, that at all times they should be as close to the Gates as possible. When the mess are going or coming from their respective Decks and they see a man who looks a scab, they should approach this man in a diplomatic way and try to find out where he is going and if the case looks suspicious, follow him.

I must say one thing, that the boys on the Matson Deck turned out 100% for Picket Duty. The Decks on the extreme end of both sides of the Ferry are very poorly picketed. There is another thing that I would like the boys to know; they are entirely too friendly with the Cops. Now it is a fact that if a person walks along the Waterfront he can see all kinds of Stevedores in conversation with the Police. Now, boys, this is War, and the Cops are on the other side, so we should not talk to them while this strike is going on, because even if you don't mean to spill anything, some little word might slip by and you are hurting your own cause. Today, in the Western Worker Bulletin was a little write-up in which it states that even if we have the Shipowners licked now, we should not let up in fulfilling our Strike Duty; because I think the Shipowners will look for a day when they can find us napping and if that ever happens, Boys, Look Out!

One of the Extra Gang.

(cont. from adjoining column)

treacherous act.

We must stick until every marine union that is out on strike gets a satisfactory settlement.

No more differences between longshoremens and seamen. From now on we are solid as one UNIA.