Ryan Maneuvers to Isolate West Coast

After promising the heroic Gulf strikers the full support in their struggle of the rest of the country, Ryan has, for the second time, postponed the putting into effect a national boycott of all hot Gulf cargo. As we go to press, the latest reports are that no action is to be taken by the I.L.A. in support of the Gulf until today, Monday.

Locals, District Presidents of the I.L.A. has contacted all members of the Coast Executive Committee on the question of whether or not support should be given to the Gulf strikers by refusing to handle any coal-loaded freight. This action was taken after we had already notified our intentions of REFUSING POINT BLANK to work any Gulf cargo from the strike zone. It is unnecessary to take a District referendum on the matter, or to consult anyone. The matter has already been handled by the Coast andILEO.

What is lacking, however, is an assurance that when we do take action against the Gulf shippers by refusing hot cargo from shore, that we will be supported until the end by the rest of the country.

In view of the fact that Ryan has consistently failed to live up to his promises to his own membership, including his failure to fulfill his promises to the Gulf longshoremen, how can we take his word that he will not "settle" all pending disputes on the East Coast as well as the Gulf, and leave us holding the bag? It is very possible that a refusal on our part to handle Gulf cargo will result in another lockout, such as was precipitated on the Seamen's hot cargo issue - only this time, it would be on a bigger scale.

We demand a showdown from Ryan!

We demand that a national referendum vote be taken on the question of hot cargo at once.

At the present time, there are 3,000 coastwise longshoremen out on strike in the Port of New York, demanding that the shippers grant them a favorable agreement. Ryan, however (in spite of the fact that he is not doing all he can to aid the Gulf strikers) has not linked up the question of the Atlantic Coastwise demands with the demands of the Gulf, which, were he to do so, would result in a solid front up and down the whole East Coast and Gulf, on the same demands, with only

(Continued on page three, below.)
SHIPS DUE TO ARRIVE WITH JULY CARGO

The following list of ships has been reprinted from "The Guide" as due to arrive in San Francisco with hot Gulf Cargo:

FROM MOBILE:
- Katrina Luckinbach
- Point Palma
- Mathew Luckinbach
- Point Lotb
- Jacob Luckinbach
- Florence Luckinbach
- Lisa Luckinbach
- Point Arcia
- Point Sur
- Point Calhoun
- Point Anch
- Point Clear
- Point Salinas

FROM NEW ORLEANS:
- Point Montana
- Point Corda
- New Haven
- Mary D.

FOR LOS ANGELES FROM MOBILE:
- Bradines (British)

VIGILANTE TERRORIST ACTS AGAINST UNITED LABOR CAMPAIGN

In an attempt to break up the political United Front which has been created by the United Labor Campaign Committee, vigilante terrorist acts have been used against campaign workers.

One newsie, selling the official organ of the United Labor Campaign, the United People's Front, was beaten so badly it was necessary to send him to the hospital. Daily, there were threats upon the lives of some active campaign workers, one a member of the Campaign Committee.

The most serious act so far has been the kidnapping of August Alger, also an active campaign worker. Alger has not been seen since he spoke at a United Labor Campaign meeting on Monday evening. His car was found locked near his home, with his hat under it.

Ever since the beginning of the United Labor Campaign there has been opposition to it, evidently from those who fear the unity of the working class with liberals, radicals and progressives. Soon after his election to the position, Eugene District Chairman of the Campaign Committee, was shot at in his home.

Remember: The United Labor Candidates are our Candidates. VOTE THE FULL UNITED LABOR TICKET ON NOVEMBER 3rd.

We get a kick out of the Takers in the Marine Cooks and Stewards Union who fought so long and unsuccessfully against their organization participating in the United Labor Campaign. "We must not participate in politics," they said.

But in case some workers on the Front don't know about this, we wish to point out that as far back as 1892, the I.S.U. at the instigation of Andy Farsen himself, sent the members around canvassing from door to door, in efforts to send the then "friend of Labor," Judge McGuire, to Congress.

Further, the I.S.U. has spent more money than any other Trade Union to try and have favorable legislation passed by the various law-making bodies, mainly the U.S. Congress.

If these things are not delving into "politics," we would like a better definition of what politics are.

HAWAIIAN LONGSHOREMEN RECEIVE WAGE RAISE

Attempts to organize the longshoremen brought a sup from the shipowners in the form of a wage increase of 10 cents per hour, raising the new basis of 50 cents, with 60 cents per hour for overtime. Compensation for gang foremen and whistle blowers also was promised and special classifications will receive 75 cents per hour instead of 65 cents.

CALL FOR UNITED FRONT FOR PEACE

The American League against War and Fascism is calling for a United Front of all trade unions, liberal groups and peace propugnats. November 6th, the Italian district will hear a group of speakers headed by Victor Haggard, an international faculty member. "Unite For Peace" will be the November 11th, Armistice Day, slogan at a mass demonstration at the Civic Center. There will also be an evening meeting at the Scottish Rite Auditorium on November 11th.

EQUAL SHIPPING RIGHTS FOR MARES COOKS AND STEWARDBS

Equal shipping rights for all union members aboard steam schooners and freighters, regardless of race or color, were voted by the Marine Cooks and Stewards at a regular membership meeting here last Thursday night.

The question of shipping rights aboard the large passenger ships was deferred to a special meeting which is to be called soon. At the same time it was recommended that men of one race be shipped by departments on those ships.

Scientists have just developed a new magnetic compound capable of lifting an object 60 times heavier than its own weight.

The business man ought to get hold of it. It sounds even better than the scheme of lifting us out of the depression with ballyhoo.
(CONTINUED FROM PAGE ONE)---

ONE Attive solutlon - THE GRABBING OF THOSE DOLLARS BY THE SHIPOWNERS

Contrary to good sense, Ryan has stated that "we do not need the aid or assistance of the seamen to win the Gulf Strike." That was what we were told here in 101--and we lost our strike, as well as our jobs. Next, Ryan wants to do the same thing in the Gulf.

Ryan controls the East Coast and Gulf rather thoroughly, with the aid of his goonster henchmen and stooges. He does NOT control the West Coast, as he found out last summer during the strike, when we were off the dock. Therefore, Ryan would very likely keep the demands of the Atlantic Coast-wise men, and the demands of the Gulf strikers separated in order to be better able to sell them out at a moment's notice. In the meantime, if he continues to hold the shipowners to half his win when few concessions he is holding out for, he would have no ulcers about leaving us holding the bag--out in the street. It would be no sacrifice for Ryan to "love" the West Coast--he has much better ulcers, because he too can be in the Bank & File of the Pacific District--lose their Unions--in fact, he would very likely relish the thought of it!

So he is maneuvering around in New York--playing the shipowners' game--hoping, with them, that the result will be the total ruin of his power on the Atlantic Coast and Gulf, and the very embarrassing (to them) militants on the West Coast would be eliminated from the picture.

BUT WE ARE DIFFERENT IDEAS FROM THOSE ODD, JOSIE.

WE FULLY INTEND TO SUPPORT THE RANK AND FILE LONGSHOREMEN NOW RIGHT-OUT IN THE PICKET-LINE IN THE GULF. We have already declared our intentions of refusing to handle any of the blood-soaked cargo from the Gulf. The sailors also have clear orders not to load or unload any materials sent out.

UNANIMOUSLY--TO SUPPORT US IN ANY RIGHT WE MAY HAVE WITH THE SHIPOWNERS OF THE MATTER.

BUT WE ARE DEMANDING ALONG WITH OUR ALREADY PLUNGED SUPPORT, THAT RYAN TAKE RESPONSIBILITY TO STOP THE BARGE CAR- W.pONs FROM THE GULF AND NOT SELL OUT THE GULF AND ATLANTIC LONGSHOREMEN, AND LEAVE US HOLDING THE BAG!

We will take up those questions, along with the questions of the seamen's demands for amendments to their present fifteen year period, at the coming Convention of the ILA.

And we are demanding that a NATIONAL REFERENDUM VOTE be taken in the ILA, as we have so often repeated, on the Hot Cargo question.

Mr. Green has betrayed the REAL stand of the national bureaucracy of the A.F. of L. (which includes Ryan) in the statements which were used by the shipowners in a recently published pamphlet called "Hot Cargo," and wherein he states that the stand of the A.F. of L. officials is not consistent with the so-called "restrictions" of agreements.

The only thing Mr. Green and Mr. Ryan as well as the shipowners are forgetting to mention, is the fact that the RANK AND FILE OF THE UNIONS HELD THEIR PRINCIPLES PAR ABOVE ANY ARTIFICIAL "AGREEMENTS" WHICH MIGHT EXIST!

WE WILL NOT WORK BARGES--AND WE DEMAND THAT RYAN SUPPORT US ON THAT--CONCISELY AND STANDFAST!

SHIPOWNERS THREATEN BOYCOPT OF S.F. CHRONICL.E FOR PRINTING "TRUTH"

Because the shipowners didn't like the present policies of the S.F. Chronicle, in printing what they (the Chronicle) would have us believe is the "unbiased" truth in regards to the Waterfront situation, the shippers have seriously discussed the possibility of calling a "boycott" against the Chronicle, and all the advertisers therein, to make the Chronicle get back "into line".

We have our own ideas in regards to the so-called "unbiased truth" as printed in the Chronicle. We have decided that, while a rule, the paper only gives usually the employers' side of the case. But we will admit that some credit is due to the Chronicle, in that it has actually made a change in it's policies from one of the most rigid, red-baiting, Labor-hating sheets in the country, even at times out-doing Willie Hearst's sheets, to one of comparative "liberalism." We have noted with satisfaction, that at least the Chronicle has usually, within the last few months, at least, printed Labor policies from time to time, being issued by the Unions on the Front, just as we submitted them.

And we give credit--with thanks--to those responsible for this change.

Therefore, the WATERFRONT WORKER, although we realize that when it comes to a fight, the small-town shipowners will desert the "Cause of Labor," and it's "unbiased" stand, nevertheless, we will support the Chronicle as long as it is attacked by the shipowners.

We do this, because--for the time, at least--the maritime worker or factory worker may have that much in common, and can form at least a temporary "united front" with the Chronicle against the shipowner inburos.

We wish to point out again, however, that this "united front" with the Chronicle will only last as long as it does not cost the publishers too much. Perhaps even now, Mr. Cameron, the owner, (in name) has told his employees that they must print only such news as will suit the shipowners and the Chamber of Commerce.

Well, we believe that in a fight with the shipowners, then, let us assure them of our support in the fight--and give them credit for at least a transitory sympathy for our cause.

* * *

DYNAZITE BARGE BREAKS UP IN HUNTS--STREBIES LIVES RISKED TO ENS BIG PROFITS

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Dear Editor:

Looking dynamite into the Condor, Grace Line Freighter, at Anchorage 14, a huge explosion resulted, and broke up, part of it being blown onto the pierhead at Pier 41 still carrying it's deadly cargo of explosives, last Friday night.

Although almost all other companies had declared "no dynamite" off on the effects of the recent weather, still the Grace Line (it's apparent favorable attitude toward Labor as reflected in the stand it took in the Chronicle boycott affair not with standing) were so hungry for profits, that they would risk the lives of dozens of men in handling dynamite in a heavy blow, such as last Friday. It was a matter of purest luck that the explosions were not set off by the rough treatment when the barges broke up, till-
"On the Spot"

"One" Deal, head of the Perryboatmen's Union, "borrowed" $5,000 of the organization's money to build himself a house in the East Bay. It is not known so far whether Deal paid this money back. Rank and file members suspecting some dirty work ordered an audit of the Union books some time ago but so far this has never materialized. This is just one more reason why the membership of the Perryboatmen's Union are determined not to be awakened with any more such charlatans as Deal and are electing a complete slate of officials.

FLANNEL GIVES DOMINION NEW HATS LICKED

Strange rumors have reached the ears of the editors. So strange as to be almost unbelievable. One of the strange-sounding is this: Flannel-North Flannigan, one time chief labor of the Warehousemen's Union who was thrown out for his anti-union activities, has been busyly taking a petition around to members of the Warehousemen's Union for nomination to the job of President of 36-44. So far, we are sorry to report, poor Flannel-North has had but little luck in garnering signatures, in fact so great is his popularity that when he took a petition to the House hill and turned it over to the boss to circulate for him, the workers tore it up. He must have forgotten that the Constitution says when men are recalled for non-union activities they cannot run for another office. But the workers didn't forget it, and they are not going to forget Flannigan either.

FLANNEL-MOUTH FLANNIGAN TRIES JEW BAITING

Flannel-Mouth Flannigan, late secretary of the Warehousemen's Union Local 36-44, seeing one of the members of that organization wearing a "Masonic for Mayor" button stopped the brother and in a sneering tone of voice wanted to know why anyone should support "A Jew Outfit". We always knew Flannel-Mouth was snobbish, and we were sure that he had applied for a job on the police force, but this is the first indication that we have had that he is lined directly with Hitler.

"APOSTLESHIP OF THE SEA" CHARITY BASKET, HELD PARTY BY COURTESY OF DOLLAR LINE

A Night at Sea

Take the name of the affair being held tonight at the Gold Ballroom of the Palace Hotel "to raise Funds" for the Apostleship of the Sea, SPONSORED BY THE DOLLAR LINE. A new Plymouth four door sedan will be given away at the door price.

Perry LaCroix, notorious cab dancer for the Dollar Line is selling the tickets for the Party at a dollar a throw. We don't know if the Apostleship expects to sell enough tickets to raise any actual funds. We believe that the affair is only a stall to beguile some poor suckers into making some large donations in order to keep the Apostleship of the Sea going until the next strike. The interest of the Dollar Line is in seeing that the affair is a success, seems to nullify any former beliefs that anyone might have had regarding the pro-labor policies of Father O'Kelly.
SHIPOFFS DARE IN SILENCE & GLORY

Last Saturday night "Trollch Annual San Francisco Stevedore's Dinner" was held at the Palace Hotel.

The Civic Auditorium was considered First but rejected when it was pointed out by Teamster Plant that only about six weeks had passed since the United Labor Campaign Committee had held its same meeting there, attended by ten thousand, and the place had not been irradiated since.

"Certainly, there is no place for Mrs. Plant's little boy," declared Mr. Plant emphatically. "It will be bad enough when we read about the election returns."

The president of eleven years was discoursed orally when Roger D. Leidner, general chairman of the Dinner Committee, was allowed a five minute opening talk, followed by a few words of greeting from one of town guest. Previous to this year, even a word of welcome from the chairman was considered taboo.

The reason for this unprecedented change of program in the annual dinner was because it was necessary gracefully to find an unobtrusive place of their while the ardent guests were searched for machine guns and tear-gas bombs.

ISLANDLIFE FAMILTY DOESN'T LIKE W.P.I.

At the meeting of the Tomastor's Union the homespun, well-known labor in that organization, put up a big stand about the expenses in the Tomastor's office sometime ago regarding his keeping his stay in such expense.

To this our apologies to N.U. Islander. His appeal was so reasonable that we forgive him. He said that there was a signover the garage reading "Union Gas" which he asked to identify that the garage was a union garage.

TRANSPORT DOCK BOSS GETS AWAY WITH MURDER

Cunningham of the Transport Dock has his own system of hiring. When some of his jobs are one or two hours late, he demands the hall for more, but when his calls finally got down to the job, he demands the order from the hall back home again.

We hear a lot of unsavory reports about Mr. Cunningham. He goes fishing up in the sticks and turns his gang over to some one else. He ought to stay up there with the fish. He doesn't need to work, he gets $600 a month pension from the government. This apparently makes him feel so independent that he feels he can get away with most anything, including slandering rank and file leaders of 56-79.

CHIEF OF TEXAS SHIPFIGHT FOR BACK WAGES

The U.S. Supreme Court, Oct. 14 has upheld the decision of the U.S. Circuit Court that the American Hawaiian S.S. Company pay the wages of the crew of the S.S. Texon, who struck the ship on the 2nd of June 1934.

This crew walked off the ship when the captain refused to grant their demand for overtime pay and butter food. They had signed on to take the ship back to the North Coast.

The crew took the case to the U.S. district court, claiming that the company had broken its articles by forcing them to work overtime and to work Sundays in the port of Portland and they were made to work more than nine hours a day while in the port of N.Y.

The District Court awarded the crew a dollar per hour, while the wages up to the day they left the ship, plus interest to date.

The company appealed the case to the U.S. Circuit Court, claiming the crew were wastie. This appeal was thrown out and the company took the case to the Supreme Court, which decided that the crew must get their wages.

The case was represented by Mr. L. Standard, 221 Broadway, N.Y. All residents who were involved in this case should get in touch with Mr. Standard in order to collect the wages due them.
PINEAPPLE GANG ROBBERY WE FORGOTTEN THE STRIKE (?)

Editor:
I hear that some of the Watson Lime's crew pineapple gang bosses are going to the courts for information and orders in preference to our own I.W.W. walking boss that we have there. Some of these bosses, usually Tim Hogan and John Grill, have gone so far as to be seen rigging a port side by side with one of these rats. — A Pineapple Slave.

CHRIS, WALKER AT 25, USES SMASHERS TO BIG GEAR BEFORS GANGS ARRIVE

Editor, T.W.F.
Chris, the Walker at Eier 25, sent the smashers working on the dock on board of the ship to open the hatches, rig the boats, etc., so that when the gang arrived from the Hall, they wouldn't have to waste any time getting the ship ready to work.

What the hell does Chris think he is pulling off, anyway? Some of the smashers refused to go aboard, and certainly Chris knew they were right. We must add to it that such characters as this guy are either corrected or run off the Front.

PERRYBOATMAN'S STORY REVEALS THAT HOLMAN RECRUITED 2500 WOULD-BE GOONS DURING '34

Editor:
Here is something that came up at the last meeting of the Perryboaters, which I am sure you will want to print in the only paper on the Front that gives ALL the truth about EVERYTHING and EVERYTHING.
One of the rank and file members of the Perryboaters Union questioned the gang that acts as 'Dirty' Deal's stooge in the capacity of secretary, as to whether or not it was true that Rat Holman, who was thrown out of I.W.W. 98-78 as a scab-harder, used the office of Deal to recruit scabs during the '34 strike. The secretary, Stillings, said, 'Oh well, that's not so very bad in itself. He (Holman) only used the office for three weeks'
When this information came to light, all of the guys became very curious, and asked more questions. And we found out that Holman had signed up 2500 scabs through the office of 'Dirty' Deal, and had them all lined up for strike-breaking duty. We couldn't find out whether or not they were used by the ship's owners or not, but we know that there weren't any bona fide stevedores among them — only a bunch of young punks, and worse.
I guess that after this, there won't be anyone who has any doubts as to why the rest of the marine Unions have it in for Dirty Deal, our Pacific Coast President. — A Member, Perryboaters' Union.

Editor's Note— Thanks for the letter, brother, and let us point out that it is just such actions as those that resulted in the refusal to meet this sawe Dirty Deal during the formation of the Maritime Federation.
We know that the Rank and File is getting hot to make a clean sweep in the 'Official family' just start with a clean slate, and we guarantee that when this is accomplished, the WATERSFRONT WORKER will do all in its power to meet the Rank and File delegates from the Perryboatmen's Union into the Maritime Federation so that not only will the Perryboatman Union, but the other crafts will gain too.
"I wish we would have a war with Japan,"
then the sailors would get their just

deserts"—Paul Scharrenberg.

Ryan said he was optimistic over the
possibility of reaching an agreement
within a short time so that steamship
companies and longshoremen may enjoy in-
creased trade occasioned by the African
war and shortage of cotton stock in for-

gain countries. "United Press reports on

Joseph F. Ryan of the I.L.A.

Scharrenberg, ex-International Vice-

President of the I.L.H. of A., and editor

of the "Seamen's Journal" was expell-

ed from his Union. He said that he "did

n't mean what he said in quite that way.

Ryan, International President of the
I.

L.A., still stays in office with dicta-
torial powers. Small chance Ryan has of

convincing anyone he didn't mean he is

GLAD there is a war, so that the ship-

owners would try to bribe them with, if

hundreds of thousands, and millions of

innocent workers in Ethiopia.

Ryan knows that the longshore workers DO

NOT WANT WAR! He knows that not only
did the longshoremen bear their full
share of the brunt of the last one, but
also that the 45,000 merchant seamen who

lost their lives totaled more than all

the fatal casualties of the combined nav-

ies of the world.

And if Ryan does not know it, then we

will prove to him that we do not intend
to either allow ourselves to be drawn in

--or another war, but alas, that we fully

intend to take an attitude toward Italy-

an Fascism which is just as aggressive

for peace, as Mussolini's actions have

been for war, and the rape of Ethiopia.

We fully intend to REFUSE TO HANDLE ANY
WAR SUPPLIES FOR ITALY. We do this, not

with the idea of HANDICAPPING the Itali-

an people, but with the idea of AIDING

these downtrodden ones to throw off the

yolk of Il Duce.

We insist that the U.S. Government par-

ticipate in the actions against Mussol-

ni.

And we demand that Ethiopia be given
every chance she deserves to defend her

liberty and the lives of her citizens.

We are taking those actions, and making

those demands with the full knowledge

that they do run contrary to Ryan's pol-

icies -- and the policies of Wall Street.

But we know that they are in perfect ac-

cord with the active interests of the

world's toilern. And it is those whose

lives and happiness we are struggling for:

IN COLONEL WITH OUR 9-18.

THE WATERFRONT WORKER,
P.O. BOX 1168,
SAN FRANCISCO, CALIFORNIA,

NAME OF SUBSCRIBER

STREET & NUMBER

CITY STATE AMOUNT ENCLOSED $
CONFUSION STILL AFLOO "JOB-ACTION" - WATERFRONT WORKER IS PANNED

The two otherwise well-meaning young lads who wrote in the "Voice of the Federation," the so-called succession argument to the "Alliance" workers and sincerity of the three sailors' union strikers in San Francisco.

We believe much inference. No one at any time questioned the sincerity of these men. Nor do we now. What we do claim, however, is that they did not hastily and without judgment in calling unionists, unemployed, unorganized and picketing and STIKE sectional a couple weeks ago, calling it "Job-action".

The two young men draw a parallel between the strike and the Chronicle or the American Seamen. The Chronicle only quoted us because they thought that by so doing, they could incite confusion and disruption within our ranks, and at the same time "prove" that the "responsible" groups (i.e. the Lema-Harris-Potoreen machine) were doing all they could to prevent us from settling must have acted without such thought, when they so bitterly confounded us for "insanity" as to the "alliance," honesty and sincerity of the three sailors' Union strikers in San Francisco.

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DISCLAIMERS

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Lunch calls it "guerilla warfare," and condemns it. He calls it "guerilla warfare also, but we do not condemn it. Guerilla warfare is often very effective, Lunch to the contrary notwithstanding.

We think this example we show what we mean: These steamshoemen sailors are working for 274 per hour for the same work that longshoremen in the next hold are getting 964 per hour, then let these steamshoemenmen produce just 274 per hour. They can't fire the man whose work is worth $500 a week to the company. And the wages of these seamen. THIS IS JOB ACTION; but where a walk-off occurs, and a picket line is established, IT IMMEDIATELY INVADES OTHER CRADITS. It should not be done until the proper time arrives, and the other crafts are consulted, and a planned support provided for.

We are against NEITHER JOB ACTION OR STRIKE ACTION. REAL JOB-ACTION, WHEN PROPERLY CARRIED OUT, CAN AND SHOULD BE USED TO SUPPLEMENT, BUT STRIKE ACTION CANNOT AND MUST NOT BE CARRIED OUT PREMATURELY.

It is just such PREMATURE strike action that we criticized in our Oct. 21st issue. We recommed to these "direct actionists," who are inspiring STRIKE action under the guise of Job action, that they wake up and recognize the UNIMAGINARY sentiment of the Rank and File, who are AGAINST such PREMATURE STRIKE ACTION, BUT JOB ARE, AS WE ARE, HEARTILY IN FAVOR OF WELL-PLANNED, CLEVER JOB ACTION, AS WELL AS WELL-TIMED, WELL-SUPPORTED, WELL-PLANNED STIKE ACTION, SUCH AS MAY DEVELOP ON THE GULF CARGO ISSUE.