

WATERFRONT WORKER

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SAN FRANCISCO

DECEMBER 16, 1935

FOUR UNION MEN ON TRIAL — FOR LIFE! BUT MASS PRESSURE OF MARITIME WORKERS MUST SAVE THEM

The efforts of the employing interests to crush the Ship Sealers' Union has reached a climax in the opening of the trial of four members of the I.L.W., 58-100, in Judge Jack's courtroom in the Hall of (In) Justice on December 11th.

The jury of nine men and three women has been denounced by the Ship Sealers' Union as not being a cross-section of the population, but as being composed mainly of business men and women who obviously will be biased against the innocent workers. The selection of the jury was hotly contested by Lee Gallagher, who, in his efforts to obtain a fair and impartial jury was asked by the prosecuting attorney if he "wanted a Communist jury".

Gallagher replied that he "would like one, but cannot expect one". He continued, "all we do expect is a fair trial".

The frame-up against the four Union men — Natalie Will, Julie Canales, Frank Jimenez and Archie Brown, is the cat's paw of the recent successful strike conducted by Local 58-100 against the ship-service contractors. The de-

ATTENTION!! LABORERS!!

ATTEND YOUR UNION MEETING
TUESDAY, AT 8:00 P.M.

SPANISH RICE AUDITORIUM
CORNER OF SUTTER AND VAN NESS AVE.

DON'T FORGET • ATTEND!
 (Remember, you must attend the meet-
 ing out of four!)

tails are that at a business meeting of the Union some months ago, several agents provocateurs within the organization started a fight. One of the men stepped out of a window onto a marquee, as the quickest ran out of the Hall, apparently not knowing that the marquee was made of glass. He crashed through to the sidewalk, receiving fatal injuries.

That the whole thing was an employer-
 (CONTINUED ON PAGE THREE, COLUMN ONE)

GULF STRIKE OVER ** See Story on Page Three



"SURVEY COMMITTEE" OF DISTRICT COUNCIL MAKES RECOMMENDATIONS FOR VOICE

The "Survey Committee" set up by the District Council of the Federation to look into the abrogating of M.V.O. Larson ex-Editor, also declared "unconstitutional" by Federation officials, made the following recommendations for the improvement of the "Voice". Longshoremen will be particularly interested in view of the fact that important matters relating to the Local were omitted from the issue before last of the "Voice".

(a) Stricter financial control of the "Voice".

(b) "Survey Committee" to continue to function for the time being, and cooperate with the present Editorial Board in building a better paper.

We believe that such an arrangement, although not provided for specifically in the Federation Constitution, will NOT bring criticism from other ports, but will guarantee that the Voice will be even more the voice of the membership.

*** **



4 LINE BUCKS UNION MUSICIANS ON SHIPS

"Iron Duke" Weadahl, of the Dollar Line, has threatened to cut "banned music" (i.e., mechanical music, such as phonographs, etc.) on board the President ships if the District Council persists in its demand that the company place union musicians on board.

The action of the District Council has been taken on behalf of the Musicians Union, the officials of which have consistently fought the progressive maritime unions, particularly at the last State Federation of Labor Convention, but true to its policies of working for the interests of the Rank and File, the Council, with the support of the membership, will continue the fight for the workers, despite the reactionary Sharenberg head-chicken who heads the Musicians' Union.

*** **

WHERE WERE THE STEVEDERS

Some of the Rank and File Stevedores are asking why there weren't any stevedores at the mass protest meeting held on the frame-up of four members of I.L.A. 38-100 on false murder charges.

The stevedores who attended could be counted on the fingers of one's hands, and some of the Brothers are beginning to believe that perhaps we aren't interested. Well, the attempts of the employing interests to HANG FOUR OF OUR BROTHERS DOES INTEREST US! We can make up for our lack of attendance at the Mass Meeting by attendance at the trial, Judge Jacks' courtroom (No. 6) Hall of (In)Justice, every day at ten o'clock.

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GAS-BOAT SKIPPERS CONTINUE STRIKE

Demanding a 10-dollar per month wage increase, and an eight hour day, the gas-boat skippers, organized in the MEBA, are striking against the Bay Cities Transportation Co. and the Pioneer Line.

They are being supported by the Maritime Federation, and are showing the owners that they mean business by means of picket lines.

The deck-hands of these companies have taken up arms, figuratively speaking, for their striking brothers, and are out in sympathy, although they are at the present time unorganized. The District Council of the Federation recommends that these workers be taken into the Bargemen's Union, I.L.A. 38-101.

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SMEDLEY BUTLER ON COMPANY UNIONS

"The company union is a racket, pure and simple. A racket is something that pretends to be what it isn't. A company union pretends to be a real union when in fact—it is a tool of the employers. Workers should have the right to form unions of their own choosing. The employers should have absolutely nothing to say about the matter. The workers have the right to demand that their unions be recognized. When workers are forced to live like animals, and try in every way to improve their conditions by peaceful methods, and then at last react to a strike, they are condemned as Bolsheviks".

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BARGEMEN'S ELECTION COMMITTEE TRIES DISCRIMINATION AGAINST MEMBERS

As a result of the actions of the Balloting Committee, supervising the elections now in progress in Local 38-101, over two-thirds of the candidates have issued a signed statement that they will not accept office even if they are elected. These actions are various, but the greatest complaint lies in the moves of the Committee to prevent members from voting because they may have missed four consecutive meetings at some time during the past six months or year.

The signed statement of the candidates is due to the storm of protest which the Balloting Committee has caused, and the position of the candidates who are elected under this arrangement would be very precarious.

"The whole membership would distrust me if I am elected under the arbitrary rulings of the Balloting Committee" said one candidate.

It is pointed out that although there has been much work done by the various Unions in the Bay District to boost meeting attendance, nothing was done in the Bargemen's Union that would warrant such notions by the Committee. No action was ever passed that members would be barred from voting if they missed four meetings at some time during the year. The Committee has taken a position without being so instructed by the membership, and the Rank and File are demanding a new election. Let's hope the next will be better.

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ATTEND THE TRIAL OF FOUR SHIPS SCALERS JUDGE JACKS' COURTROOM, HALL OF JUSTICE

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EMERGENCY IN SCALERS' TRIAL ---

(Continued from Page One)

instigated frame-up, aided conspicuously by the authorities. It proven in that the rats who actually precipitated the fight were released almost immediately after the cops arrested them. They probably were only arrested for an insurance sake, anyway.

Unless the workers on the San Francisco waterfront AGT AT ONCE - TODAY - a conviction is entirely possible, carrying a DEATH SENTENCE FOR OUR POWER BRENDERS OF LOCAL 36-1001

Capitalist courts are powerful machines, very well suited to the frame-up of militant workers.

We have but to remember Menney, Billings, Hollenars, the Original Syndicalism defendants, and the other victims of Standard Oil "justice" -- the Modesto Boys, to see that this is true.

Whether or not these men are convicted depends entirely upon us. Two things must be done immediately:

First - Every longshoreman, seaman and other maritime worker must see to it that his organization adopts a strong resolution, demanding immediate and unconditional release and freedom for these four Brothers. Such resolutions must be sent to Judge Jaska, at the Hall of Justice.

Second - From now until the trial is over, the courtroom MUST BE BLOCKED WITH WOMEN! Crowd the courtroom and the halls! Show the shipowners (who are obviously behind all this) that the working class - the Trade Unions - are onto their game, and intend to put a stop to these stinking frame-ups!

It is every bit as important to block the courtroom as it is to swell a picket line during a strike. The same principle is at stake.

WE MUST PROTECT OUR UNIONS AND OUR BRENDERS! DON'T SEND IN YOUR PROTEST- PAGE YOUR UNION, AND ALSO FROM YOURSELF AS AN INDIVIDUAL!

PACK THE COURTROOM UNTIL THE VERY WALLS BURN! AND OUR PROTESTS ARE HEARD!

S H A R E T H I S F R A M E - U P

ATTENDE

YOUR

UNION

MEETING!

BRITISH SEAMEN DON'T WANT WAR

Editor:

I talked to a mate on one of the Purness Line ships recently about various things, and one of these was in regards to a shipment of lead in the shelter-deck. The mate said it was going to Manchester, Eng., to be manufactured into bullets.

He also said that the big munitions plants in England were running at full blast. Workers who had been laid off for the last five years or more were all working now.

Apparently English capitalism is preparing for war just as feverishly as the American capitalists are, but the British workers have another idea. They say they got their bellies full of mass murder during the last war, and WANT NO MORE OF IT!

--From a Winch-Driver.

GULF STRIKERS RETURN TO WORK VICTORIOUS

The ban on Gulf hot cargo was lifted upon official release by the Gulf Strike Committee on December 9th.

An attempt to create a split in the ranks of the Gulf longshoremen was averted when, on appeal from the New Orleans strikers, the release of all vessels tied up on the Pacific Coast was delayed until the shipowners agreed to accept the decisions of a mediation board on the issues at stake. The two major companies, Luckenbach and Swayne & Hoyt had signed preferential agreements with the West Gulf Ports, and demanded that all ships tied up be released by last Monday or the contract would be void.

The Eastern Gulf ports had requested that a similar agreement be signed between them and the operators before any ships should be released. A settlement was finally reached when the owners agreed to accept the decision of a Federal mediation board, provided that the "independent" (communist) union be represented on the board.

To preserve the unity of the entire Gulf, in the face of the lack of support from the Atlantic ports, (Ryan's boycott being proven nothing but an idle gesture) the Strike Committee had no other alternative, and notified the Pacific Coast ports accordingly.

The details of the agreement signed with the West Gulf ports are not available yet, but it is understood that a raise in wages was effected with the ILA having preference in hiring thru the Union Hall.

A different situation faces the Eastern Gulf longshoremen, as all the vital issues at stake will be acted upon by a mediation board. Upon a unanimous vote of both locals in New Orleans, the membership instructed its district president T.W. Parry, to notify the Pacific Coast locals that the ban was lifted on Gulf cargo of the Swayne & Hoyt and Luckenbach companies.

The lifting of the ban on these two outfits practically releases all ships tied up on the Coast in support of the Gulf.

The next steps will naturally be to work towards affiliating all maritime crafts in the Gulf into a Maritime Federation, which will later become affiliated to the Federation of the Pacific Coast. The Atlantic Coast will naturally follow, if we continue to prove to the Eastern marine workers the benefits of such solid unity as is derived from a Federation. Thus, the shipowners will be faced with NATIONAL UNITY OF ALL MARITIME WORKERS, against which they can butt their heads to their heart's content!

MACHINISTS NO. 68, FEDERATION AFFILIATE, ELECT NAME AND FILE OFFICIALS

The International Ass'n of Machinists, Local No. 68, elected a Full Rank and slate into office last week.

The Machinists' Local 68 recently voted to take strike action against shops not living up to Union conditions, and if they continue to ignore the demands, and refuse to line up with the Union, a strike will be called early next month.



CLASSIFIED ADS.

WANTED:

Wanted Man to advertise our restaurant at Pier 436. No wages but will supply coffee and donuts. Good chance for unemployed folk. Apply Fred & Fritz, Pier 436.

WANTED:

Men who must have ability to ferret out reds and radicals on the Water-front who cause me to have sleepless nights. Apply Tear Gas Plant any day not before 11:00 A.M.

WANTED:

Expert Dentist to fix my false teeth to stop them from falling out and clicking while I am making speeches to the Rank and File. See Pedro Pete

SHADY GOING IN FERRYBOATMEN'S ELECTIONS

The ballots of the general election of the Ferryboatmen's Union are being counted now, and many strange things are coming to light. Remember, some weeks ago, when we told our readers that there were a few hundred extra ballots mailed out which no one could account for? Well, they are being accounted for now—some of the "members" are mailing in four or five ballots in the same envelope, where there should only be one.

One member of the balloting committee says these extras are being disqualified, but another says they are being counted. We say, let the Ferryboatmen demand another election, because Deal is getting himself and his oblique re-elected against the wishes of the Rank and File.

Some time ago we made the remark that Deal could learn a few things about ballot-box stuffing from Scharrenberg. We take this back now, Scharrenberg could learn plenty from Deal. This is about as raw an election as we ever heard of!

There were 876 ballots mailed out, and 837 have come back, with Deal and his gang leading the State. The Rank & File Ferryboatmen MUST DEMAND A NEW ELECTION!

* * * * *

OGG'S MEET DISASTER IN TRAMON STRIKE

It seems that the teamsters hauling paper for the rabby Oakland Tribune went on strike recently. And it seems that some scab teamsters were put to work to haul the paper. And it still further seems that an audacious strike sympathizer clambered aboard one of the scab trucks, and cut the lines that were used to lash the big paper rolls down. There was a police car right behind, supposed to guard the truck, and when the rolls of paper came adrift, and started down the street, the police car ended up in a plate glass window, with the bulls inside pretty well shaken up.

We didn't see this, but we hope it's true!

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FOR SALE: Several drums of Standard Lubricating Oil. Great reduction in price. See Hungry Joe at McGerick dock.

WANTED TO KNOW:

When will the Ventilation be installed in the Dispatching Hall?

When are they going to catch H.V.O. (Not Vary 'Gnest) Larson?

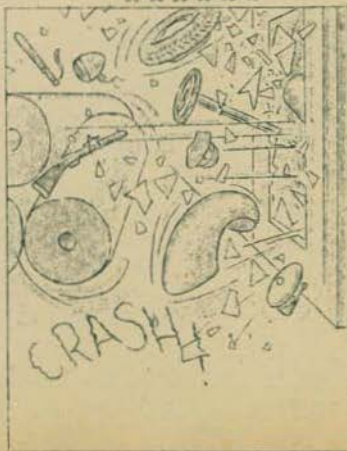
Is Ryan going to call out the Best Coast in support of the strikers on the Gulf—now that the strike is over?

According to the latest issue of the Voice, \$517.60 has been collected by donations from various Maritime Workers to the Modesto Boys Christmas Fund. It seems the longshoremen are lagging behind in support of this worthy cause. A "Eitty" should be cut in the I.L.A. Hall where the boys could drop their dime and quarters.

REMEMBER THE NEW SMITH THE BARR!

* * * * *

It's about time something was done by the big laborers on the question of the permit men. If things keep up as they are now, or get any worse, they will be worse than the old Blue Book days, at least as far as the permit men are concerned.



THE PUBLICITY COMMITTEE EXPLAINS

Editor: Waterfront Worker,

Inasmuch as the Publicity Committee of Local 38-79 was severely criticized in your columns last issue, may we offer the following as an explanation of our seeming laxity?

Regarding the lack of publicity about this Local in the Voice of the Federation, a lengthy article was prepared by this Committee, containing information regarding action taken by our local at its last regular membership meeting on previous evening. It was mailed on Tuesday, December 3rd. This article also contained information regarding penalties the employers wish to invoke upon the longshoremen who do not work as directed by the employers, stating that this matter was submitted to Judge Gloss by the employers but is now lying dormant for the time being.

Inasmuch as the above mentioned article did not appear in the Voice, inquiries were made of the Voice and it was reported to us that the mailman had failed to make delivery.

It is not the fault of the Publicity Committee that nothing was mentioned in the Voice about the trip taken by Bridges and Schmidt to San Pedro and the action taken by the I.L.A. in that port regarding hot cargo from the Gulf. The Voice could have gotten the information by calling the I.L.A. on the phone. Furthermore, as the Waterfront Worker already explained, since the Examiner and the Call-Bulletin carried several headlines in their columns about the trip to Pedro etc., it is plain that the Voice of the Federation could have printed SOMETHING about this very important trip.

We sincerely hope that this will explain the Publicity Committee's position and that I.L.A. Local 38-79 will, in the future, receive the publicity in the Voice of the Federation to which it is entitled.

--Publicity Committee
I.L.A. Local 38-79
San Francisco
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SHIPYARDS SPENDING MONEY IN EQUIPMENT AND IMPROVEMENTS--DO THEY ANTICIPATE WAR?

The Bethlehem Corp., Moore Drydock Co., the General Engineering and Drydock Co., and the Los Angeles Shipbuilding & Drydock Co. are spending huge sums of money for recondition and equip their plants for the building of "modern ships".

Judging from the present world outlook, "modern ships" can only mean war ships, and this is very likely just the kind of vessels the West Coast shipbuilders expect to get contracts for.

With the whole world preparing to enter into armed conflict at a moment's notice, and with Italy already starting the ball rolling by her invasion of Ethiopia, and with our own country embarked on the spending of the largest peace-time WAR budget in history, let us look well towards what we as workers have to gain when Wall Street finally does attempt to throw us into bloody turmoil with the workers of some country against whom we certainly have no quarrel.

(CONTINUED BOTTOM NEXT COLUMN--)

CHRIS TRIES TYPING ON TRAVELING TIME

Editor:

Muskmouth Chris of Pier 26 claims the boat from Oakland travels faster than the boat from S.F.

On December 4th he knocked us of at 12 O'clock noon at Howard and told us to go to Pier 26 which we did. Then he barked because we would not turn to at 1:30 P.M. In fact he was trying to rob us of part of our noon hour. He tried to tell us that we should cross the bay in 18 minutes and was sore as hell when we told him that we would not start to work until 1:50 P.M.

He is putting up this beef with every ensual gang that goes thro. I think it would be a good idea to bring him before a Committee and have him explain himself instead of blasting in front of the docks every time the gangs go across the bay. Or let's press his pants without sending them to a tailor.

Let me tell Muskmouth--through our WATERFRONT WORKER--that when we leave the ferry on the 7:20 Boat in the morning, we do not get to the shipside until 8:05, and we expect the same time going back.

If he keeps putting on the pressure we will have to take other means to see that he lives up to the award which has been laid down for us.

Yours truly
A Stevedore

Editor's Note: We are not printing your note on the flink whinzie because you yourself aren't sure of the facts. Please obtain the dope and we will be more than glad to give this guy more space.

* * * * *

WATERFRONT WORKER
CAN BE BOUGHT DURING THE WERE AT
"Loop Bookshop"--15 Barbaredore.

We must take the stand that these war funds should go to the unemployed, for instance, used to open some of the factories that have been closed since the "depression", because their owners could not make enough profits, or could make more by investing their capital elsewhere. These factories could function just the same as any other factories, selling their products on the open market. (Such a plan should not be confused with the BEIC plan, which provides for discriminatory wage scales, and for the segregation of the unemployed from the rest of the workers. This we fight against.)

It will, as always, be up to the workers to stop the employer-controlled administration from using OUR money and OUR wealth in preparing for a WAR from which only they can reap profits, and to stop them from sending US into battle to face death and permanent displacement via gas, machine-gun fire, bomb or shell fire. At the present time, one of the most effective ways we have of stopping this, is the laying of an effective embargo--a "working class sanction" against the exportation of oil to Italy to be used for the murder of innocent Ethiopians and the furthering of the Fascist cause throughout the world.

THE WATERFRONT WORKER...
IS PUBLISHED BY A.....
GROUP OF BANK AND FILE...
STEVEDORES, MANAGERS OF...
THE I.L.A.....

LOCAL 36-79.....

SEND ALL NEWS TO.....
P.O. BOX 1188, S.F.....

.....



THE MAIL BAG

SAYS A-I COMPANY WORST SAFETY OFFENDER

Dear Editor:

While working as a plug-in stevedore, going from dock to dock and ship to ship, I paid some attention to the safety rules of which you wrote in the W.F.W. November 11th. Well, St. and Brothers, my opinion is that the ships of that laboring despot, Fear Was Plant, are the worst when it comes to safety rules.

(1) Deckload 6 inches away from hatch-casing.

(2) Hatch covers covered on the end with tin or iron.

(3) Winches and steam pipes not covered (if a man falls he burns his hand or body).

(4) While working in the square of the hatch, if something goes wrong with the winch or gear, no chance for the 8 men down below, because the scow (or life-raft as they really are) are the size of the hatch, almost.

(5) No wire preventors on the beams.

(6) Taking of the top covers, a man has to lay on his stomach to sling the slippery hatch covers up. In covering up, the same story. One wrong move and down the man goes.

In every hatch are the words printed in silver letters, "Work With Safety". What bitter irony are these words! A man feels as if he is in jail for life when he is working on 26-28, as there is a guard on every hatch. Every time I work there, I see the picture of Fear Gas Plant in the form of a tyrant, because of the honest and hard-working stevedores, despise his way of distrust.

--A Plugger In.

SHIPOWNERS' PARTIES A THING OF THE PAST

Editor:

Times have certainly changed on the Waterfront. A few years ago, the Blue Book gave a big blow-out in the Sinky Watson cafeteria around the holidays for all the speed-up artists.

The other day, the boys noticed Tiger (Oscar Aire) sneaking down the bulkhead of Pier 36, and bring back a big fat "sea-gill".

Times must be tough, Tiger. Too bad you lost out with Tanglefoot Gus; maybe he would have given you a fowl, if the gang had not decided to go casual.

--Bank and Filer.

Editor:

Here's hoping Sakka Clause will bring Pedro Pete a barbed wire lined bath-tub and Bill Lewis a book on "Police" or "How To Become Popular With The Boys On The Front".

--A Well-Wisher.

"GIVE 'EM A BREAK", SAYS STEVEDORE

Editor:

A short time ago, some of the boys told the lady who serves meals in the place near where the train stops at the Emcal Terminal at Alameda, that they would like something to eat for midnight supper. After preparation, the boys neglected to come for the meal.

Surely there was some misunderstanding. Last Friday night, December 8th, we worked all night at Alameda, and if this same place had been closed we would have gone without something to eat at midnight.

If any place is kind enough to help us we should meet them half-way.

--One Of The Boys.



HOW ABOUT IT, OTTO

Dear Editor:

Otto Collins, better known as Harry Smith, our gang boss, by the choice of the gang that he worked in, returns his thanks to the men that made him boss by running around drinking and eating with "Hungry Joe"; and the way they play around together, it won't be long before they will be sleeping together.

It is quite evident by this time that Otto has quite a lot of Blue Book blood in him yet, & a word to the wise is sufficient. This playing around with finks and enemies must stop eventually, and this should be noticed by others with the same ideas.

--Still A Real I.L.A. Man

CLERKS PATRONIZE WRONG RESTAURANT

Dear Editor:

Working at Pier 40 today, I watched the in's sandwiches at Fritz and Fred's during lunch time. Many clerks had their repast between 12 and 1 there.

I also noticed a team coming out.

If the Clerks' Union were notified, I am sure this scabby joint would fold up in a short time. If not, a picket line for a week or so would surely do the trick.

--I Plug In.

SAVONOS LAGAN

"REDS DOMINATE I.L.A."-2800 ATTEND MEET

Editors:

Waterfront Workers:

In your December 9th issue you ran an article about Dr. Lagan, saying you wanted specific instances of complaints. Well, I'll give you one.

The Doc and an I.L.A. man had made arrangements for him (Lagan) to attend his wife's confinement—say ahead of time.

On the day she got sick they tried to get hold of Lagan, and for four hours they loomed on the phone. Finally they called a Doctors' Exchange number, said it was an emergency and got hold of him. When he showed up he never even brought a nurse (as before arranged). They had to get hold of a neighbor woman to use for a nurse and Lagan handed the baby to her unattended. He never even brought medicine to put in the kid's eyes.

Then he beat it out in a hurry, not attending to the mother at all, or saying he'd be back. When he first showed up, he never even brought stuff to sterilize his tools. The neighbor woman get hold of some lysol finally.

The Sentences is still trying to collect. If I were the guy, I wouldn't give him a thin dime. The Doc has threatened to use the I. L. A. to force the man to pay.

Draw your own conclusions about the Doc(?). If he reads this, he will know, and maybe his conscience will hurt him. There were plenty of witnesses to all of this, so if the Doc is smart, he won't force the issue. He might lose his license.

Yours for a better Savonos!

--Member 38-79 I.L.A.

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8 HOURS SLEEP BETWEEN JOBS NEEDED, SLY RANK AND FILE STEVEDORES

Editors:

How come Geo. Christensen, gang boss and John Simoni, his No. 1 man and Gang Steward, attempt to dictate exactly what the gang has to do? Are they trying minority rule?

The gang worked at Farr Terminal the 12th, from 7:00 PM 'till 11:30 PM. They were ordered to report to the Hall at 7: AM the 13th by the gang boss. The whole gang objected, demanding eight hours off. The result was quite a confab -- voices were raised and lowered. The air turned saffron blue, dark blue and innamed blue! Result: The gang reported to the Hall in the morning.

Orders were to take the 7:20 ferry for 14th Street. Where does the eight hours off come in? Also, how about a gang boss using profane language on his man, George -- and how about bringing the regular jitney driver in the hold instead of hiring an extra from the Hall?

--The Thinkers.

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FERRYMEN VOTE FOR FEDERATION AFFILIATION

By a vote of 348 to 117, the Ferryboatmen's Union have elected to affiliate to the Maritime Federation. The motion to accept this affiliation was tabled at the District Council of the Fed., until after the Ferryboatmen's elections. Some phony maneuvers in connection with this general Ferryboatmen's elections will be found in another article in this issue.

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Do wonder if Willie Hearst is still trying to convince the public that our Union is "controlled and dominated by a handful of Reds" -- if he is, we can show him where TWENTY-EIGHT HUNDRED OF THIS "HANDFUL" ATTENDED THE LAST MEETING WHERE THEY DOMINATED AND CONTROLLED IT IN TRUE RANK AND FILE STYLE. But then Willie don't savvy Rank and File control apparently, nor do the shipowners.

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DOLLAR AND A-H LINES GET DOCK IMPROVEMENTS -- TOILETS REMAIN FILTHY

\$240,000 will be spent in the ensuing five months on building wharves between Piers 44 and 46.

Plans to rebuild Pier 9 and 19 have been announced, the work to commence as soon as the funds are allotted.

All the above work, including the extension of the Bolt Line R.R. (which carried more seab cargo out of the S.F. docks during the strike than any other agency) will be done on PWA funds.

Noteworthy among the improvements NOT listed by the State Harbor Board, is the renovation of the toilets (if what now passes for toilets can be called such) on the San Francisco Docks. We leave it to any working stevedores as to whether or not such renovating or rebuilding is necessary.

Incidentally, we hear that the State Harbor Board was very much interested in what we had to say in regard to their laxity of the past in the matter of the dock toilets in our last issue. Let us hope that some of our remarks sunk in, and that we can look forward to some improvement. But we have waited so long for it, that we are becoming very pessimistic about it. What is needed, in our opinion, is a little ACTION. The two-hour strike might start the Board to THINKING about it, anyway!

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UNITED FRUIT CO. FAILS IN NEW YORK BLACKLIST ATTEMPT

As a result of the consistent pressure of the men, the United Fruit Co.'s attempt to blacklist leading organizers among the U.S. longshoremen, received a set-back, when they were forced to re-hire them, with the threat of a re-strike if the company failed to do so.

Several times big delegations of longshoremen were sent from the docks to the company, to the Labor Relations Board and the I.L.A. officials, and warning was given of further strikes if true violations occur. Contract negotiations are at present under way.

PADDY MORRIS FEELS SELF SLIPPING -- ATTACKS WATERFRONT WORKER IN I.L.A. PAPER

Devoting more than a full page of the "Pacific Coast Longshoreman" (the coat of which is borne by the Bank and File of the I.L.A.) Paddy Morris makes a desperate effort to clear himself of the proven charges made against him by the WATERFRONT WORKER in our last issues.

Peculiarly enough, Paddy does not attempt to defend his own fakery, but suddenly becomes the champion of a little fellow named Fred Nest, local leader of what is humorously called the "Proletarian Party". (Freddie is also, by way of economic necessity, head of the "Window Washer' Union.")

If there is any doubt in Paddy's mind as to whether or not the workers WANT us to continue the publication of the WATERFRONT WORKER, we are ready and willing at any time to submit the question to a referendum vote of the Bay Locals. We know what the results would be, but we are afraid that such a vote would not be so favorable to Paddy's own "Pacific Coast Longshoreman".

We also wish to comment here on a letter received too late to use in our last issue, and of which lack of space and the letter's great length allows us only to touch on the salient points. This letter attacks us because we PAREN to make an irrelevant remark about Harry Lundberg in our Dec. 2nd issue, and a not-so-irrelevant remark about A.T. Petersen of the M.M.&P. (Publicity Pete, toyco) in connection with some very anti-Union statements and proposals of Pete's, which are common knowledge. The writer suggests we stop "bad-slinging" (his term, not ours), and that we consolidate with the "Voice of the Federation".

(a) "The Voice of the Federation" being the OFFICIAL organ of the Maritime Federation of the Pacific Coast, cannot say many of the things which the WATERFRONT WORKER can say--and which must be said. Furthermore, the "Voice" if supposed to be a coast-wide paper, dealing with the problems of ALL crafts. THE WATERFRONT WORKER deals mainly with the problems of the San Francisco longshoremen, the Bank and File of Local 35-79. We have always strongly advocated the support of BOTH papers -- but if such ranting of Paddy Morris continues, we certainly cannot advocate the continued support of the Pacific Coast Longshoreman.

(b) In the matter of our so-called "bad-slinging"--we are mighty proud to have been able to expose before the eyes of the West Coast maritime workers the activities of such labor-bablers and misleaders as Joe Ryan, Burglar Lewis, Pedro Pete, and -- yes--even Paddy Morris. Many of our blasts have been leveled at certain bosses, walkers and company officials who were acting against the workers, and in a great many cases bad conditions were corrected thru our exposure. We believe we can honestly say the WATERFRONT WORKER was very instrumental in smashing the Blue Book, and in building a strong Bank and File controlled I.L.A. If Paddy Morris or his pal Fred Nest think they can avoid being exposed by the WATERFRONT WORKER when they pull any phoney stunts in the future by yelling "Anonymous!", they are sadly mistaken.

As far as this anonymity is concerned, we don't have to convince the workers that this is necessary to protect not only the editors (who are acting in the interests of the Bank and File) but also protects a good many members of the Local who contribute articles and letters to us. If we were to publish ours and their names, they would sooner or later become victimized by the shipowners just as attempts are always made to "get rid" of militants. If Paddy or Freddie can't find anything better to criticize than the fact that we don't print our names, their whole argument is bankrupt.

This criticism is not only limited to Paddy and his pals, either. Other persons whose guilty conscience tells them they may be exposed by the WATERFRONT WORKER in the future are also trying to discredit us. But the Bank and File know what the record of the WATERFRONT WORKER is, and we are perfectly willing to leave our fate in their hands. They know whether or not we are serving "the shipowners' purpose"--and their answer to Paddy Morris is very well shown in the circulation of the WATERFRONT WORKER. What the workers in San Francisco and the Pacific Coast no longer see in the WATERFRONT WORKER their own sentiments expressed, and a guiding light in troublesome times, they will let us know about it by refusing to buy the paper.

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