

# WATERFRONT WORKER

VOLUME III., NUMBER 48

SAN FRANCISCO

DECEMBER 2, 1935

## RANK AND FILE FIGHT HOT CARGO RELEASE

The Luckenbach steamer "Katrina Luckenbach" has been released in San Pedro by the San Pedro Union officials, with only the concession of granting the crew who brought the vessel around from the Gulf transportation home, and a new crew shipped. The "Katrina" is, at the time of this writing, bound for San Francisco, still loaded with hot Gulf cargo.

Conflicting reports are that Mike Dwyer of the Gulf IIA wired San Pedro to release the Luckenbach vessels. Later, Dwyer himself denied this, and asked that we continue our stand of refusal to work hot Gulf cargo.

And it was not the Gulf IIA officials that have "released" the ships and the blood-soaked cargo they carry, even tho it is a well established fact that Dwyer and Ross Holt, International Organizer of the I.L.A. in the Gulf, are under the complete domination of Ryan, and will do his bidding to the letter, even to the extent of a rank sell out of the Gulf strike.

This is strangely reminiscent of the actions of Joe Ryan during the 1934 West

LONGSHOREMEN -- ATTENTION!

ATTEND YOUR UNION MEETING

TONIGHT, WEDNESDAY, DECEMBER 2, 1935,  
AT 8:00 P.M.

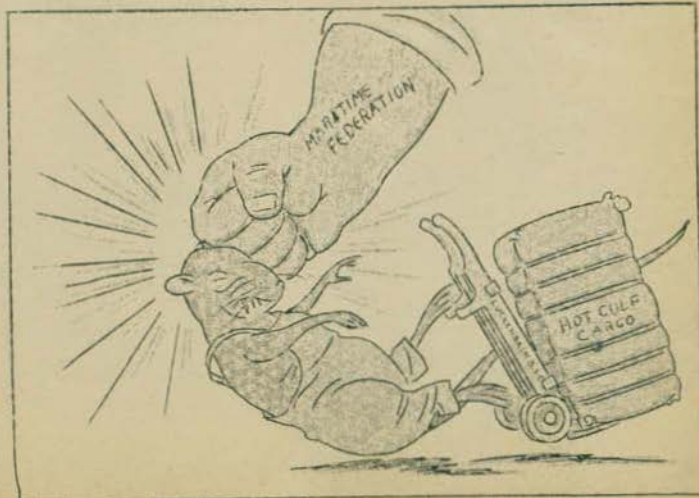
SCOTTISH RITE AUDITORIUM

BUTTER STREET AND VAN NESS AVENUE.

Bring Your Partner

Coast strike. On June 16th, he made an agreement with the shipowners, without consulting the Rank and File. Another time which we remember equally as well as the June 16th episode, Ryan, seeing he was unable to sell us out in 'Frisco, decided to split us up and weaken us by releasing the Alaska ships in Seattle.

The national referendum is especially needed, when the betrayal by Ryan of the  
(CONTINUED ON PAGE THREE, COLUMN 1)



**BARGEMEN'S AGREEMENT WORRIES SHIPOWNERS  
--SEEN AS GREAT VICTORY FOR MEN--**

The victory of the members of Local 38-101, in their recent strike against the various companies operating river craft was clinched in a clause that no other maritime Union has as yet been able to win, and which specifies that NO MEMBER OF THE UNION SHALL BE REQUIRED TO GO THROUGH A PICKET LINE ESTABLISHED BY ANOTHER GROUP.

All river companies have signed the agreement containing this clause, with the exception of Freighters, Inc. According to reliable reports, the operators of ocean-going vessels have put such terrific pressure on Herman Pky, of the River Lines for setting this precedent, through the banks, etc., that they have almost convinced him to repudiate it altogether. The only thing that prevents it, is his fear of the militant reprisal that would immediately come from the Bank and the bargemen.

That they are now trying to work another angle, is seen in the efforts of a few reactionary would-be pic-cards, who may be connected with a lying leaflet, containing a list of some of the most unmitigated, bald-faced lies against the present leadership within local 38-101 that we have seen since the NEW Waterfront Worker was chased off the waterfront by the irate workers. Details of this Union-splitting attempt is contained in another article in this issue.



**MARITIME COUNCIL IN SEATTLE BANS HOT CARGO FROM ALASKA**

Crews of the Alaska run shall only handle cargo alongside the city dock at Juneau, it was voted at the Seattle District Council on November 15th, and only if not picketed nor under armed guard.

No ore from the struck Alaska-Juneau gold mine will be handled under any circumstances, the Council voted.

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**JAPANESE SEAMEN ON 28 SHIPS OUT ON STRIKE**

The entire crews of 28 out of 32 ships of the Japanese Osaka Steamship Company, Kawasaki Kisen Kaisha, went out on strike on November 28th.

Led by the newly organized Japanese Seamen's Union, the men are demanding improved conditions and higher wages. The seamen went out on strike after their demands were rejected by the Osaka Company, largest steamship company in Japan.

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**TEXAS LONGSHOREMEN ASK BOYCOTT ON EAST COAST**

Seven thousand longshore strikers and sympathizers, a few days ago in Port Arthur, Texas, cheered speakers who expressed intense dissatisfaction with the failure of International President Ryan of the International Longshoremen's Association to carry out his promises to boycott ships in any Atlantic port loaded by seabs in Gulf ports. It is evident from the reaction of this crowd that Ryan is losing prestige very rapidly among Gulf longshoremen. More and more talk is heard here among workers of a general strike on all industries in the Gulf ports. There are continual references in every meeting to the splendid strike of '34 on the West Coast.

The militant West Coast Seamen's Committee of New Orleans continues to issue bulletins calling on seamen to support the longshore strike. These leaflets are eagerly accepted and passed along the waterfront. A recent bulletin of this committee states:

"All ships from the Gulf (except tankers, which the longshoremen do not load) will be tied up on arrival at the West Coast, and the crews, regardless whether shipped from the I.S.U. hall or not, will be pulled off in true West Coast style.

The clearances, ship or crew, will be recognized, unless coming from the Gulf I.S.U.

"True Union men will not work together with seab longshoremen. I.S.U. men of the East Coast are not required to work behind pickets, according to the constitution....Disregard the advice of phony officials, who have been shipping men to the West Coast and sure trouble.

"Any time a seaman helps move a ship from a strike around the port, he automatically becomes a seab.

The West Coast seamen in New Orleans have organized and again direct contact with West Coast officials -- if in doubt come up to Room 7 at 544 Camp Street and let us exchange credentials.

The seamen mean what they say, as is proved by the continuous striking of ships trying to use seab longshoremen in New Orleans and other ports. The latest ship tied up is the Nelson Line's Chetopa which arrived with a cargo of grain for Galveston and Houston. The crew struck in Galveston, and at last accounts, the ship was still idle at the wharf.

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**SHIPOWNERS FAIL TO SMASH UNION BY FORCE:  
NOW THEY USE CAMPAIGN OF SLANDER**

Failing to smash the militant Bargemen's Union thru force & violence, or thru the battle against a decent living standard when the rivermen struck last summer, the employers have now begun a campaign of slander and lies against some of the militant & trusted leaders of the Union in a similar manner as the campaign now being carried on among the seamen, in the so-called "bulletins" which are sent periodically to ship's crews, in an effort to split the seamen's ranks. We have carefully checked on the "facts" contained in the printed leaflet to the bargemen, and with one distort exception, have failed to find ANY TRUTH STATEMENT WHATSOEVER! The whole thing is a lie

(CONTINUED FROM PAGE ONE . . .)

Gulf in not rallying support on the Atlantic Coast is considered. Elsewhere in this issue, is an article dealing with the attitude of the Gulf strikers toward the failure of Ryan to keep his promises of East Coast support. Thus far, according to our best information, the only support rendered the Gulf longshoremen on the East Coast, has been in Boston, where the militant IILA local there refused to touch the J. S. "Liberty Glo", DESPITE Ryan's orders to the contrary. And to prove they meant business, these fighting Bostonians threw the phoney president of the local out of office, when he tried to force them to work the ship.

Although Ryan has taken the dictatorial attitude that it shall be ONLY HE who has the authority to order strikes or call them off, or who shall decide whether or not the Rank and file shall work scab cargo -- SEVENHOLELESS HE DO NOT RECOGNIZE THIS ATTITUDE NOR THIS POWER.

When cargo is worked by West Coast stevedores, IT MUST BE FAIR CARGO, and Ryan's say-so cannot render scab-loaded cargo any less flinky! Only the strikers can do that!

The "Matrina Lashenbach" has left San Pedro, bringing the fight of the Gulf longshoremen to San Francisco.

And we will take up the fight - as is expected of REAL Union men; not to "save face" for the Pedro officials, but TO WIN FOR THE GULF STRIKE!!

We have a "contract" with our fellow-Unionists, wherever they may be, as long as we are Union men. And when we break this contract, without their consent, (Having this consent would of course be not breaking it at all) then we are no longer Union men - but we are ORGANIZED SCABS! We mention this point because of the continual howling by the shipowners of "broken contracts" and "violated agreements", whenever we refuse to handle scab cargo. If a "contract" is to be broke, then we ourselves shall choose which one it shall be - not the shipowners, nor Judge Glass; and the one we choose to "break" in this case, is NOT THE USUAL ONE BUT VIGILANTLY IMPORTANT ONE THAT WE HAVE WITH OUR STRIKING BROTHERS IN THE GULF!!!

We must affirm our position at tonight's meeting. We must make it very clear to not only the Gulf longshoremen, but also Joe Ryan and the shipowners as well.

(1) WE WILL NOT HANDLE NOT GULF CARGO UNLESS THE GULF STRIKERS THEMSELVES TELL US IT IS ALL RIGHT TO DO SO.

(2) WE WILL ABIDE BY THE FEDERATION CONVENTION, AND IN CASE WE ARE LOCKED OUT OVER THE WATER, WE WILL CALL FOR A REFERENDUM WITH OF THE MARITIME FEDERATION ON THE QUESTION OF A GENERAL WEST COAST STRIKE IN SUPPORT OF BOTH OURSELVES AND THE GULF STRIKERS!

ATTEND - - - - - PROTEST 1946 MEETING -

Called to rally support for the four Brothers of the Seafarers' Local 58-100, now being held on FRANKLIN AVENUE CHARGES BUILDING TRADES TOWNS, 14th & GUSWICK STREETS, on SUNDAY, DECEMBER 8th, 8:00pm EVERY MARITIME MEMBER IN SAN FRANCISCO MUST ATTEND--ONLY WORKERS WILL FREE THEM!

## COURT HITS N.Y. TEAMSTERS

The chamber of commerce and other employers' organizations are relying on court action to break the Teamsters Union in New York and smash the campaign to unionize the waterfront.

A special bulletin (marked confidential) of the Brooklyn Chamber of Commerce, dated November 9, has been issued to the membership. This bulletin shows the employers' strategy. It says:

"The Waterfront unions have apparently resumed their tactics of interfering freight shipments handled by non-union trucks on the piers and docks in this port.

"If you have any trouble at the piers, submit all details of the incident to the Chamber at once, so that appropriate action may be taken.

While you may deem it advisable to use the services of union trucking concerns temporarily, we strongly advise that you take no steps toward unionizing your own truckmen until the courts have made final disposition of the Chamber's legal effort to enjoin the unions from such interference.

"The Piar boycott case is to be argued before the Court of Appeals on November 29th, and a reversal of the decision of the appellate division is hoped for.

In view of this connection you will probably be solicited shortly by the Tri State Transportation Committee (representing several commercial organizations in Manhattan, New Jersey and Connecticut) for a contribution to carry on a case. As a Brooklyn firm, you are in no way obligated to contribute to that fund. We repeat, with emphasis, the interests of the Brooklyn shippers are represented in this case by legal counsel, retained by the Brooklyn Chamber of Commerce. The expenses are being paid from our operating budget as a service to local industries.

"Very truly yours,  
(signed) "LOUIS C. WILLIS  
"President"

It appears incidentally that among the various employers' organizations, there is some jealousy as to who will handle the case.

Delegates and appointed representatives of the International Brotherhood of Teamsters, Chauffeurs, Stevedores and Helpers are posted at each dock, and as trucks come up, ask to inspect the union card of the driver. The campaign is led by a committee for the Metropolitan area consisting of delegates from the locals.

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## CONFERENCE AGAINST WAR &amp; FASCISM CALLED

With danger of war and fascism facing workers, it is of great importance that every trade union in this section endorse and send delegates to the Northern California Conference against War & Fascism on December 14th & 15th, at San Francisco.

Every trade union, fraternal and religious organization will receive a copy of the Call. We must see that it is discussed in our union and representatives sent.





Doris Luke Cornell has only a mere 100 million or so in her own name. Poor girl, wonder what she does for pin-money!

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Storpy Bill and Truglar, et Ous (of the odiferous feet) surely are pals. How come, Bill, is your nose on the bum, or don't you mind the smell!

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MISS OTIS REGRETS -- SO DOES MR. MORGAN

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It was a glum Mr. John Pierpont Morgan who stepped off the Serengaris. Even his young assistant, Drift, had a wee-begone expression.

"Taxes are too high", the banker explained while tears trickled from Drift's eyes. "Eight months of the results of business each year are taken away in taxes -- which is not much encouragement to work."

In fact, Mr. Morgan himself had become so discouraged that he had just spent four months vacationing on the moors of Scotland in an effort to raise his spirits.

One of the richest men in the entire world, Mr. Morgan managed to avoid paying a single penny of taxes during the first three years of the crisis. Naturally, when he is pressed now to contribute something to keep the babies of unemployed workers alive, it is hard for him to get used to the idea.

What the bankers mean by working for the Government eight months of the year, is somewhat difficult to understand. Especially, since it would seem that it is not Mr. Morgan who is working for the government -- but the government, by every one of its policies, that is working for him -- and not for eight, but for twelve months of the year.

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BUDDY COULD YA  
SPARE A COUPLE  
MILLION? I'VE  
A NEW YACHT!



QUESTIONS TO BE ANSWERED....

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Does Hungry Joe ever tip the McCormick Line mess-boys after getting his coffee and from them?

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How come Windy Ferguson still runs his gang shorthanded, even after having been warned about it? Somebody socked him for this practice once before -- will he never learn?

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Wonder if Wine Killer, the Star of the Luckenbach, got a cut out of the old Blue Book treasury, when that flinky outfit finally dissolved, officially? (And has he become accustomed to wearing an ill button yet?)

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Did you know that great labor journalist, Bobo Purcell (where the hell could any one get a name like that-- "Bobo"?!) who is such a good friend of Vandeleur's, and who spends his spare time hanging around the Labor Temple, IS NOT A MEMBER OF THE NEWSPAPERMAN'S GUILD -- or any other Union!

HOLD ME BACK, BOVY!  
HOLD ME  
BACK!



Did you know that Joe Ryan wired Burglar Lewis during the Federation Convention, telling Lewis he had notified Pres. Roosevelt that "We are calling a strike in all ports on all ships of all companies operating into the Gulf", and continued that Lewis, as International Vice-President of the I.L.A. "should wire him (Roosevelt) to INTERVIEW (Our emphasis-- Ed.) Joe must be pretty sure of his man, when he tells Lewis to ask the President to intervene. Remember, that was what happened on March 23rd, 1934, when we were first scheduled to come out on strike!

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Did you know that Capt. A.T. Petersen, of the M.W. & P. (Publicity Pete) tried to manufacture a job of "Publicity department" for the Federation during the Conv., with himself as head of it -- and that the delegates practically booted him down? Or that this same character said that the Sailor's Union had some "psychopathic exhibitionists" running up and down the 'Front, we are continually putting the S.U. of P. on the spot. (And to think that this guy was once proposed as editor of the "Voice of the Federation!")

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Did you know that Harry Lundberg is running against Herb Mills, Sailors' Union dispatcher, for the Secretary-Treasurer's job in the I.S.U.? Or that he steps were taken at the Convention to repel him if he were to be elected, leaving only the newly elected Vice-President, Bill Fisher, to hold down that important job? (Not that Bill couldn't handle it damn well, in our opinion.) Geo. Larson incumbent Sec'y-Treas. of the S.U. has not accepted nomination to run again.

WHAT CAN BE DONE TO STOP WAR  
(From the "Voice of Action", Seattle.)

Here's how: Action to halt Mussolini's invasion of Ethiopia; action to prevent the world from being plunged into another mass slaughter:

Friday's papers:

"ITALIANS BUYING CALIFORNIA GAS"

Saturday's papers:

"DOUGHERT HAS WAR SUPPLY CARGO"

"MARITIME FEDERATION TIES UP S.S. OREGON; LOADING AVIATION GASOLINE FOR SINGAPORE, BRITAIN."

Sunday's papers:

"SECRETARY HULL ADDS OIL TO WAR LIST EMERGENCY."

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GOD OFTEN BLAMED IN SEA DISASTERS  
WHEN CAUSE IS INEFFICIENCY

Events attributed to God are more often the result of man's ineptitude or inefficiency. Vice-chairman Howard S. Cullman of the Port of New York Authority told the American Merchant Marine Conference. He said practically nothing has been done to act upon the lessons of the Vestris, Herre Castle and Mohawk sea disasters. He called for the ratification of the international convention for safety of life at sea by the United States, the only important maritime nation still a non-signatory.

Cullman, calling for workmen's compensation for seamen, termed them "the forgotten men of the industrial world so far as protection in time of illness and accident."

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NEW UNION ON WATERFRONT PLANNED

The dock-gate watchmen, hatch watchmen, coopers, porters, sliders, stores dept. workers, sweepers, etc., have come to conclusion that there is but one way for them to improve their conditions on the job, and that is to organize and fight for it.

Taking their cue from the other maritime groups, they are planning to obtain a charter from the I.L.A., and will undoubtedly affiliate to the Maritime Federation after they have gone thru the necessary preliminary stages of organization.

The organization of these workers, and their affiliation with the other waterfront unions will not only help them, but it will strengthen the weapon of all maritime workers. It will mean that on the San Francisco waterfront there will be NO UNORGANIZED WORKERS.

Of course there are a few crafts, such as the white-collar workers, in the offices that have not yet taken steps to organize, but it is hoped that they soon will.

The WATERFRONT WORKER greets the new Union of Waterfront Dockgate and Hatch Watchmen and Miscellaneous Workers Union and pledges its support to the building of this Union.

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WATERFRONT WORKER FOR SALE DURING WEEK  
at  
"LOOP BOOK SHED"  
15 Embarcadero

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BOSTON ACTS ON DEY GULF CARGO

When the S.S. "Liberty Glo" from a striking Gulf port docked in Boston, 100 I.L.A. men walked off, refusing to handle the hot cargo. The Local in Boston served notice on Lykes Bros., owners of the ship, that any attempt to work the Liberty Glo with scabs would result in a tie-up of every Lykes Bros. ship, coastwise and deep-sea.

And just to show that they meant business, they held a special meeting of the Local, and ousted the president, Buckley, because he tried to get I.L.A. men to work the hot cargo.

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LEWIS VS. GREEN ON INDUSTRIAL UNIONISM

John L. Lewis, head of the United Mine Workers, and Ex-Vice Pres. of the A.F. of L., in tendering his resignation from the latter post, put the issue squarely:

"I resigned because of irreconcilable differences between myself and the Executive Council (of the A.F. of L.) on the question of organizing the mass production industries."

When the question is put in such a manner, there can be only one answer: Every worker must give his support to John L. Lewis and to the industrial union bloc which he heads. They must do this despite their knowledge of Lewis' past record of sell-outs, etc.; they must do it because, perhaps for the first time, Lewis is correct, and is acting in the interests of the workers. If Lewis should weaken, and change his position, then he must be fought just as he himself is fighting Green and the National Council.

The Executive Council, Lewis declared, has voted 14 to 2 (Lewis and Dubinsky in the minority) against virtually every move to encourage industrial unions.

Lewis objectively stands for the strengthening of the union, transforming them into more powerful instruments against reaction. Green, speaking for the Executive Council majority, concerns himself only with the narrowest strata of workers, the highly skilled "aristocracy," and refuses to organize the broad masses.

Lewis, by the very nature of his aims, must fight the biggest and most powerful corporations, those behind Hearst and the Liberty League. Green, on the contrary, attempts to make peace with them, even at the expense of the workers, and by joining with the reactionary Hearst-Liberty League forces.

Green and the Executive Council take an anti-labor course, a course against the interests of the workers.

Lewis and the industrial union bloc over more clearly take the opposite course.

Green, to carry out his line, becomes the splitter of labor's forces, as is indicated by his threats in the press.

Lewis, to be consistent, must be the fighter, not only for industrial unionism, but for trade union unity, for the Farmer-Labor Party that must be built against the Liberty Leaguers, and for class-struggle policies. He has clearly started on that course.

Militant trade unionists must support such a program.

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IS PUBLISHED BY A.....  
GROUP OF RANK AND FILE..  
STEVEDORES, MEMBERS OF..  
THE I.L.A.....

LOCAL 35-75.....

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



## THE MAIL BAG

WHEN ARE CASUALS NOT CASUALS?

"WHAT'S SAUCE FOR GOOSE--?"

Editor:

We were dispatched to the Watson Dock on November 18th, and the Pink walkers like the way our gaffer warmed up to them and asked him to go preferred. He must have liked the dock and surroundings because he asked the gang to take a vote, which we did. The votes were all NO, as we all wanted to stay casual; but somehow or other, Capt. Russell notified the Labor Relations Committee that we wanted to go preferred. We had been working for a week before we got next to it, as they were transferring us from one ship to another without going through the hall. On Monday, the 18th, we got wise, when we went to the hall and saw nothing was for our gang. When we inquired they said we were supposed to be preferred.

Now, either Jacobson made a liar out of his gang, or Russell made a liar out of Jacobson.

--A "Casual" (?)

EMPORIUM "PLAYS FAIR" ---  
(To Its Coupon-Clippers)

Dear Editor:

The Emporium Dept. Store displays the so-called "Fair Play Bibles", but this is only a blind. They have cut their employees salaries and work them overtime with not extra pay, only time overtime in a while.

Conditions are rotten in the Emporium and will continue to be so until they organize.

--"One Who Knows"

ANSWER THIS, MR. PLANT:

Dear Editor:

If the Employers are losing money as they claim, and can't give their employees (whether they be sailors, warehousemen, longshoremen or of any other craft) wages they are entitled to, how can they afford to create trouble that ties up their ships from time to time?

When a firm loses money, they try to find the cause, put 2 and 2 together, and make their business pay. Our agreement expires September 30th next year. This time the Ship Owners will not confuse the issue with "Seab Cargo", and we will get what we are entitled to.

--I Plug In

THE WATERFRONT WORKER WANTS LETTERS FROM EVERY DOCK AND GANG ON THE FRONT. WRITE IN ALL NEWS AND GIVE US YOUR OPINIONS ON WHAT GOES ON ALONG THE FRONT.

Dear Editor:

Brown, the big shot at 14th street, Oakland, had one of the boys arrested for drinking a can of pineapple juice on Monday, November 25th.

Brown shoots ducks from the 14th St. Dock with a rifle, but that seems perfectly legitimate--to him. For his information, it is against the law to kill ducks or shoot a gun from a municipal wharf.

--Oakland Stovie

EXTRA! ALL ABOUT THE DOLLAR DOCK

Dear Ed:

There are a couple of gangs on the Dollar Dock that are already on the casual list. We give them credit, as they will soon find out that they are much better off than to be working for that Pink, Emil Larson.

Taku Dock for instance, he is one of the worst slave drivers on the Dollar Dock, and perhaps on the whole waterfront. He works his men under the old Blue Book methods. The dock gang are expected to be race horses to work for him and the jitney driver must be an aviator to drive for him.

He never hires a jitney driver from the hiring hall, but uses his dock men to do that work.

Donk is very handy all around, dock and hold, to speed up the work. He goes in the ship's hold, while big Pink Emil Larson is sleeping and insists that his men sling 15 cases of coconut where 12 cases are a load.

In Donk's gang there are a couple of old time Stevedores who are also worrying more about speed than Donk and Emil. One of them continually asks the boss, "What will we do next?" and "How fast can we work?" He should never be permitted to work in a steady gang, but should be put on the extra list.

Donk never hires a hatch tender through the Dispatching hall; he uses his hold men or dock men to do the hatch tending since the strike.

He is critical and very much dissatisfied with the men that are sent from the dispatching hall (permit or extra); he regards them and treats them as though they were all incompetent.

Donk is Emil Larson's SUCKER Blue Book man. "To hell with the rank and file -- out with them!" he says. He lost four very good rank and file men, two of them quit the dock on account of speed. He lost a very good winch driver and a hold man on account of the speed system.

--A Rank and File Stovie



The Middle Of The Waterfront -- "When and What Is Job Action?"  
HERE'S THE ANSWER:

The Maritime workers on the Pacific Coast have demonstrated that Job Action is one of their most powerful weapons in the struggle against the employers. But Job Action, like any other form of economic action taken by the workers to win better conditions for themselves must be ORGANIZED ACTION.

Strikes that are lost are usually strikes that are poorly planned and UN-ORGANIZED. The Tanker Strike is a good example. Successful strikes are well organized. Actions that are supported by a majority of the workers involved--such as the great Maritime Strike of 1934. The militant struggles of the past year have taught us that this is true.

What is true of large mass strike action is also true of Job Action. Job Action is the weapon of smaller groups of workers on their own particular ships or docks. To be successful it must be properly organized. The truth of this is borne out by hundreds of rich experiences we have had on the Pacific Coast.

We resort to Job Action on individual ships or docks when and where we are not prepared or the time is not ripe to organize and gain support for striking an entire steamship line, a port or the whole coast.

Job Action means action on the job to win demands not specifically covered in any existing agreements or awards. It is used on the job to force the employers to live up to their agreements and awards. It is a powerful weapon when we observe the simple natural rules that govern all successful economic action taken by workers -- UNDERSTANDING, and SOLIDARITY between all crafts involved, and ORGANIZED ACTION.

The various maritime groups affiliated in the Maritime Federation are connected together by very close ties. Action taken by any one group immediately affects and involved all other groups. They must act together or be crushed one by one.

When one department on a ship resorts to Job Action to improve its conditions without consulting and organizing the other departments affected for support, confusion and disruption are the after result. Sometimes it works and sometimes it doesn't. Often the welfare of the entire Federation is jeopardized. We have had some bitter experiences along this line. In the long run, UNORGANIZED JOB ACTION will result in failure and disaster for the Maritime union.

On the other hand, ORGANIZED JOB ACTION still remains one of our best and strongest weapons. Let us learn to use it. Let us adopt a system that will bring all crafts closer together--that

(continued at top of next column)

will enable us to walk off a ship or dock united and return to the job victorious in the same way.

Our delegates representing all hands, at the Emergency Convention of the Maritime Federation of the Pacific, realized the importance of this problem and spent two days of constructive work, looking at Job Action from every angle. The result was the UNANIMOUS adoption of a workable and unified method of procedure for ORGANIZED JOB ACTION for each and every member of the Federation to be guided by. In it they have given us the machinery for solidarity. We print the resolution in full as follows:

WHEREAS we believe and have demonstrated on numerous occasions that Job Action rightly used with proper control has been the means of gaining many concessions for the Maritime workers on the Pacific Coast, and

WHEREAS Job Action is and should be action taken when any maritime group desires to gain a concession without openly resorting to a strike, and

WHEREAS in order to eliminate confusion and to insure coordination in the best interests of all Maritime groups concerned it is apparent that an organized procedure for Job Action must be laid down by this Convention, therefore be it

RESOLVED that the term "Job Action" shall mean only action taken by any maritime group in attempting to gain from their employers some concessions not specifically provided for in their respective agreements or awards; and "Job Action" shall also mean action to enforce the award or agreement to the best interests of the maritime group concerned, or to prevent employers from violating agreements or awards, and be it further

RESOLVED that "Job Action" should be confined to a job such as a ship, dock a shop or a warehouse, unless otherwise agreed by all maritime groups affected; and any maritime group affected or liable to be affected should be notified and the issue in question placed before them, and be it further

RESOLVED that a committee of the maritime groups on the job shall be formed on the job to consolidate action and prevent misunderstandings, the committee's authority not to exceed the constitution of the Maritime Federation of the Pacific, and be it further

RESOLVED that when "Job Action" reaches the point in the opinion of the majority of the maritime groups affected by having their members pulled off the job, that to go further may jeopardize the Maritime Federation as a whole, the matter shall be referred when and where possible to the District Council for further action or adjustment.

-----SUBSCRIPTION BLANK-----

To: WATERFRONT WORKER,  
P.O. BOX 1156, SAN FRANCISCO, CALIF.,

(PLEASE PRINT NAME & ADDRESS)

Please send the WATERFRONT WORKER to (Name) \_\_\_\_\_

STREET & NUMBER \_\_\_\_\_

CITY & STATE \_\_\_\_\_

(3 MONTHS - 50¢ \_\_\_\_\_, 6 MONTHS - \$1.00 \_\_\_\_\_, ONE YEAR - \$2.00 \_\_\_\_\_)

## SAILING OREGON WITH SCAB CREW AND MURDER SUPPLIES IS DANGER SIGNAL

"World War Danger", says the daily press. "Mussolini To Fight Against Oil Embargo".

This is the result of the so-called "Proposal Four A" by the Committee on Sanctions of the League of Nations, which provides for placing an embargo on all oil, coal, iron and steel for Italy.

Mussolini's threats of "sanctioning acts of war with acts of war" which he made at the outset of the Ethiopian invasion are recalled, and the city editors throughout the nation are filled with a great hope that Il Duce meant what he said: it would be soon well oiled for them.

The United States has included oil in the list of banned cargoes for the "belligerents", but the S.S. Oregon sailed with a cargo of Standard Oil Company aviation gasoline for Italian Somaliland.

Threats of U.S. Shipping Board reprisals for thus ignoring the ban on oil by the profit hungry shipowners receive no attention in the end scrutable to "clean up while the cleaning is good".

No thinking person will deny that, as in the last war, the seemingly insatiable appetite for profits, and more profits, on the part of Wall Street bankers and financiers is whirling us faster and faster towards the vortex of the whirlpool of another world war.

The World War of 1914-1918 took the lives of twenty-one million men, directly. It was the indirect cause of even more millions of deaths.

The "reasons" for the participation of America in the last World War, we were told, were "to make the World Safe For Democracy".

The REAL reasons we participated, as most of us since have discovered, were to protect the investments that Wall St. had made with the Allied Forces.

If the maritime workers who remained at their jobs, and did not go to the trenches (because it was necessary for the Fat boys to have workers to handle and transport their murder supplies, just as it was necessary for them to have

workers go out and fight their battles and die for them) perhaps the merchant seamen suffered the most. Over 45,000 died in the last war -- torpedoed, etc. This was a total greater than the deaths in the combined navies of the world, which was high enough itself.

But we have an even more important role to play in the efforts of the workers to stop the murder orgy. We are in the peculiar position of being able to stop the shipments of war supplies at almost any point. And the stoppage of such shipments<sup>14</sup> hurts belligerents worse perhaps than the loss of thousands of men in actual battle.

The shipowners know this, and this is the reason they would go to the extent of shipping a crew of scabs aboard a tied-up vessel -- the first attempt that has been made on any ship operating under an agreement with a West Coast Union.

We are referring, of course, to the Oregon. The fact that the States Line should be so anxious to get the cargo of murder supplies under way that they would take a chance of alienating themselves with the Rank and File Unionists, should hold great significance for all maritime workers. Even if some may have heretofore refused to believe in the importance of refusing to handle war supplies, the incident of the Oregon should go a long way towards convincing them.

There is one, and only one, course open for us in connection with the impending war. We must and will carry out the program of the Federation Convention which provides for the refusal to work any cargo included in the Government embargo list of material to the present belligerents.

We must point, out, however, that the law under which this embargo was laid down, terminates next February. At that time, or before, we must begin to work toward the stopping of all war supplies whatsoever, listed or not, that are bound for the aggressor nation, Italy, and we must support Ethiopia's fight for liberty.

