RANK AND FILE FIGHT HOT CARGO RELEASE

The Lackenbach steamer "Katrina Lackenbach" has been released in San Pedro by the San Pedro Union officials, with only the assumption of granting the crew who brought the vessel around from the Gulf transportation here, 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 Doyer of the Gulf IWA wired San Pedro to release the Lackenbach vessels. Later, Doyer himself denied this, and asked that we continue our stand of refusal to work hot Gulf cargo.

And it was not the Gulf IWA officials that have "released" the ships and the blood-soaked cargo they carry, even the it is a well established fact that Doyer and Rose Holt, International Organizer of the IWA, 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 Coast strike. On June 16th, he made an agreement with the shippers, 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 Prisco, 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)
The victory of the members of Local 36-101, in their recent strike against the various companies operating river craft was achieved in a climate 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 union.

All river companies have signed the agreement containing this clause, with the exception of Fruitchefs, Inc. According to reliable reports, the operators of ocean-going vessels have put such terrific pressure on Senator Ray, of the Senate Finance Committee, for setting this precedent, through the banks, etc., that they have almost convinced him to repudiate it altogether. That is the only thing that prevents it, in his fear of the militant railroad that would immediately come from the ship and rifle bargemen.

Yet they are now trying to work another angle, as seen in the efforts of a few reactionary union-placards, who may be connected with a lying leaflet, containing some of the most unmitigated, half-truth lies against the present leadership within Local 36-101 that we have seen since the News Waterfront Worker was chucked off the waterfront by Detectives Eames. Details of this union-splitting attempt are contained in another article in this issue.

**MARITIME COUNCIL IN SEATTLE BANS BLA BLA FROM ALASKA**

**JAPANESE SHIP ON 28 SHIPS ON STRIKE**

Even 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 placed under armed guard.

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

**TEXAS LONGSHOREMEN ASK BOYCOTT ON EAST COAST**

Seven thousand longshore strikers and sympathizers, a few days ago in Portland, Texas, where the shipper practised in the dissatisfaction with the failure of International President Ryan of the International Longshoremen Association to carry out his promise to boycott ships in any Atlantic ports not loaded in August ports. It is evident from the reaction of the crowd that Ryan is losing prestige very rapidly among Gulf longshoremen.

More and more talk is heard here among workers of a general national strike in the Gulf ports. There are continual references in every meeting to the janitor strike of 1914 on the West Coast.

The militant West Coast Seamen's Committee of New Orleans continues to issue bulletins calling on men to support the longshore strike. These leaflets are eagerly accepted and passed along the waterfront. A recent bulletin of the 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 crew, regardless whether shipped from the Gulf or not, will be pulled off in true West Coast style.

"Clearance, line or crew, will be recognized, unless coming from the Gulf itself.

"True Union men will not work together with scab longshoremen. I.E.N. men of the West Coast are not required to work behind planters, according to the constitution... .Disregard the advice of home officials, who have been shipping men to the West Coast and are sure to lose money. Any man who helps more a ship from a strike around the port, he automatically becomes a scab.

"The West Coast Seaman in New Orleans now organized and a direct contact with the Seaman officials... if in doubt come up to Room 7 at 644 Camp Street and let us exchange credentials.

"The reason men what they say, as is proved by the continuous striking of ships trying to use new longshoremen in New Orleans and other ports. The latest ship tied up is the Helen琳's Quetopa which arrived with a gross of grain for Galveston and Houston. The crew struck in Galveston, and at least accounts, the ship was still idle at the wharf.

**SHIPMASTERS FAIL TO STAND UNIV. BY FORCE, BUT USE CAMPAIGN OF SHAME**

Failing to smash the militant Bergmann's Union thru force & violence, or thru the battle against a decent living standard when the riversman struck last June, the union men 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 out among the seamen in the so-called "Patrol Line." Just as the "Patrol Line" failed 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 Bergmanns, and with one exception have failed to find ANY TRUE STATEMENTS. What this thing is a lie.
Gulf in not rallying support on the Atlantic Coast is evidenced. 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 received by the Gulf longshoremen on the East Coast, has been in Boston, where the militant I.L.A. local there refused to touch the S. S. "Liberty Glo," despite Ryan's orders to the contrary. And, to prove the point, those strikers in Bostonians threw the phone off the 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, the ship's cargo - NEVERMEN'S or NON-RECOGNITION - is the ship's property.

A similar action was worked by the West Coast stoveheads, MONT DE PAIR GAGE, and Ryan's way-so cannot render non-leased cargo any less flexible: only the strikers can do that.

The "Martin Isaac" has left San Francisco, beginning the flight of the Gulf longshoremen to San Francisco.

And we will take up the fight - as is expected of REAL Union men; not to have face for the Pedro officials, but to help in the formation and "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) 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 contract" and "voluntary agreement," when we refuse to handle non-leased cargo. If a contract is made by the parties concerned, then we ourselves shall choose which one it shall be - not the shipowners, nor Judge Bloe; and the one we choose is not the decision. Not a more IMPORTANT DEC than we are making with our striking brethren 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 HANDLE NO GULF CARGO UNTIL THE STRIKERS THEMSELVES TELL US IT IS ALL RIGHT TO DO SO.

(2) WE WILL ABIDE BY THE FEDERATION CONVENTION, UNION LAW AND LOCAL ORDER, BUT WHEN A BILL TO CALL FOR A REFERENDUM VOTE OF THE VARIOUS ET AL. CONVENTION HAD BEEN DRAFTED TO ASK THE QUESTION OF A GENERAL WEST COAST ATTEND TO SUPPORT BOTH CONVENTIONS AND THE GULF STRIKE:

ATTEND - PROTEST MASS MEETING - CALLED TO rally support for the Four Brothers of the Scala Local 560-100, now held on FRIDAY MORNING, CANOE BUILDING, 35th and Mission, 9:30 a.m. HOURS AT END, 2016 THE FOURTH STREET, SUNDAY, DECEMBER 8th, FROM EVERY WATER WORKER IN SAN FRANCISCO MUST ATTEND - ONLY WORKERS WILL FIND THEM.

COUNT HITS N.Y. TRANSMITERS

The chamber of commerce and other employers and trade associations are relying on court action to break the Waterfront 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 refused their members to Interfere freight shippers handling domestic freight on the ships and trucks in this Port."

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

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

"The Flor boycott case is to be argued before the Court of Appeals on November 26th, and a reversal of the final judgment 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 this 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 our legal counsel, retained by the Brooklyn Chamber of Commerce. The expense is being paid from our operating budget as a service to local industries."

"Very truly yours,

(Handwritten)

L. J. WILLIS
President"

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

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

CONFERENCE AGAINST WAR & FASCISM CALLED

With danger of war and fascism menacing workers, it is of utmost importance that every tradesunion in this section endorse and send delegates to the Northern California Conference against War & Fascism on December 14th & 16th, 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 representative.
On the Spot

Doris isn't Cornwell has only a mere 100 million or so in her own name. Poor girl, wonder what she does for pin-money?

Stormy Bill and Bangafet One of the dashing feet!—surely are pals. How come, Bill, is your nose on the bun, or don't you mind the smell?

Buddh O.T.S. REPORTS -- SO DOES MR. MORGAN

It was a glum Mr. John Morgan Young who stepped off the Bernarstld. Even his young man, Drift, had a voice-sagging 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 wondering on the moors of Scotland in an effort to rouse his spirit.

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

That 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.

Buddy Could Ya Spare a Couple Million? I Need a New Yacht!

Questions to be Answered...

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

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

Wander if Wine killer, the Star of the Laskenbach, got a cut out of the old Blue Stock treasury, when that finky outfit finally dissolved, officially? (And has he become accustomed to wearing an ILA button yet?)

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

Did you know that Joe Ryan wired Burger Hotel during the Federation Convention, telling boys he had notified Pres. Roosevelt that "We are calling a strike in all ports on all ships in all commis- sions operating into the Gulf," and continued that there is a National VicePresident of the I.L.A. who will wire him (roosevelt) to GENERIC (our emphasis--"y") Joe must be pretty sure of his man or that he., will insist to ask the President to intervene. Remember, that was that happened on March 23rd, 1934, when we were first scheduled to come out on strike.

Did you know that Capt. A.T. Petersen, of the U.S. A F. (Publicity Pete) tried to manufacture a job of "publicity depart- ment" 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 sailors union had some "psychopathic exhibitionists" running up and down the front, who are continually putting the S.S. of Peace on the spot. (And to think that this guy was once proposed as editor of the "Voice of the Federation")

Did you know that Harry Landberg is running against Herb Mills, Sailors' Union Dis- patcher, for the Secretary-Treasurer's job in the I.L.A.? That he steps were taken at the Convention to rush on him if he were to be elected, leaving only the newly elected Vice-President, Bill Piskor, to hold down that important job. (Not that Bill wouldn't handle it amused well, in our opinion.) Gen. Larson incumbent Booby-Frous. of the I.L.A. 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 war of slaughter.

Friday's papers:
"ITALIAN INVADERS CALIFORNIA GAS"

Saturday's papers:
"DOUGLAS BAY WAR SUPPLY CARGO"

Maritime Federation ties up S.S. Oregon; loading aviation gasoline for South African war.

Sunday's papers:
"SECRETARY FULL ADJUTANT WAR LINE

God often blamed in sea disasters when cause is insufficient.

Events attributed to God are more often the result of man's iniquity or insufficiency. Vice-chairman Howard S. Gullman 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, Grover and Nancy Lee 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.

Gullman, calling for workers' compensation for seamen, termed them "the forgotten people 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 watchman, hatch watchman, cooper, porters, stevedores, storers, depot workers, sweepers, etc., have come to conclusion that there is but one way for them to improve their condition 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 with 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 weapons of all maritime workers. It will mean that on the San Francisco waterfront there will be no UNAUTHORIZED WORKERS.

Of course there are a few craft, 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 meets the new men at one of the offices of the Watchmen and Miscellaneous Workers Union and pledges its support to the building of this Union.

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WATERFRONT WORKER FOR SALE DURING WINTER
(Used Book Ship)
18 Eurekander

** ** **

BOSTON ACTS ON ILL 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 Eykes Bros., owners of the ship, that any attempt to work the Liberty Glo without the consent of the Executive Council would result in a tie-up of all Eykes Bros. ship, coastwise and deep-center.

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

** ** **

LENTS 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 with 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 but one answer: Swift & Company.

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 better than Lewis, 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 (Lents and Dubinsky in the minority) against virtually every move to encourage industrial unions.

Lewis objectively stands for the strengthening of the union; those more powerful in politics against reaction. Green, speaking for the Executive Council majority, concerns himself only with the narrowest strata of workers, the highly skilled 'artisans' and not the unskilled industrialists.

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 ever more clearly take the opposite course.

Green, to carry out his line, becomes the splitter of the union; his allies are the lies and the frauds that breed the class-struggle policies. He has clearly started on that course.

Militant trade unionists must support such a program.

WE DON'T HANDLE UGLIER CARGO FOR MUSOLLINI'S FASCIST TROOPS
THE MAIL BAG

WHAT'S SAUCE FOR GOOSE—Y?

Dear Editor:

Brown, the big shot at 16th street, Oakland, had one of the boys arrested forlasses (whether they be millers, 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 fire 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 consult the issues with "Seab Cargo," and we will get what we are entitled to.

—I Plug In

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 being working for that Pink, Emil Larson.

Take Bank 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, and the dock gang are expected to be mules horses to work for him and the jitsy driver must be an aviator to drive for him.

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

Dock 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 asleep and insists that his men sling 15 cases of coconut where 12 cases are a load.

In Brown's gang there are a couple of old time Stevedores who are also worrying more about speed than Dock 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.

Dock 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 (pursuit or extra); he regards them and treats them as though they were all incompetent.

Dock is Emil Larson's SUGAR 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 docks on account of speed. He lost a very good winch driver and a hold man on account of the speed system.

—Oakland Story

Dear Editor:

Brown, the big shot at 16th street, Oakland, had one of the boys arrested for driving a car of pineapple juice in Monday, November 26th.

Brown shoots ducks from the 16th 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 Story

Dear Editor:

We were dispatched to the Watson Dock on November 11th, and the Pinkwalkers like the way our gaff was 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 vote was all HE, 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 for our pay. When we inquired they said us 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 The Coupon-Clippers)

Dear Editor:

The Emporium Dept. Store displays the so-called "Fair Play Problem," but this is only a blind. They have cut their employees' salaries and work them overtime with no extra pay, only time backes 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 millers, 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 fire 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 consult the issues with "Seab Cargo," and we will get what we are entitled to.

—I Plug In

THE WATERFRONT WORKER WANTS LETTERS FROM EVERY DOCK AND BARGE ON THE FRONT. WRITE IN ALL NEWS AND GIVE US YOUR OPINIONS ON WHAT GOES ON ALONG THE FRONT.
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 labor 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 ORGANIZED. The Puerto Rican and Sit Down examples. 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 improve conditions 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 by brotherhood and 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 resents 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 its 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 Unions.

THE conclusion is that 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)
"World War Danger," have the daily press. Mussolini To Fight Against Oil Embargo."

This is the result of the so-called "Proposal For A" by the Committee on Sanctions of the League of Nations, which provides for an embargo on all oil, coal, iron and steel for Italy. Mussolini's threats of "putting up a fight of war with acts of war" which he made at the outset of the Ethiopian invasion are recalled, and inability editors throughout the nation are filled with a great hope that it will mean just what he said: it would be "too much for them.

The United States has included oil in the list of banned cargoes for the "Belgianized" port of 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 shippers, were an indication in the words: "It is difficult to "clean up while the cleaning is good."

No thinking person will deny, 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, were 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 to cut and fight their battles and die for them) perhaps the merchant seamen suffered the most. Over 48,000 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 hurts belligerents worse, perhaps, than the loss of thousands of men in actual battle.

If shipowners know this, and this is the reason they would go to the extent of shipping a crew of scabs aboard a "neutral" vessel -- the first attempt that has been made by any ship operator under an agreement with a 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 Bank and File Unionists, should hold great significance for all maritime workers. Even if some may now 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 provided 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.