THE SEAMEN'S FIGHT FOR THE SIX HOUR DAY

The Federation Convention went on record unanimously for supporting the seamen's demands. The I.L.A. is an important part of the Federation, and the problem is as much ours as it is the seamen's. It is from this point of view that we wish to deal with it here.

The seamen's awards are equally as bad for one craft as they are for another. So far, however, only the sailors have taken action to enforce any of the grievances. They are taking "Job-Action" on various steam schooners, at the present writing, to enforce their demands for a six-hour working day while handling cargo in port. This "Job-Action" is being carried out in conformance with a resolution passed December 16th, which has been printed and distributed, with the following notation added:

"Remember this shall not be a strike. There will be no picket lines. Do not involve any other organizations. This is a Sailors' problem and can be handled by the seamen themselves."

But the notation has apparently overlooked the fact that the Fed. Convention laid down a very definite - and very good - program for the winning of them. This program provided for the support of the seamen by ALL OTHER CRAFTS. An important part of this program was a resolution which has been cited and quoted by the WATERFRONT WORKER in several recent issues. This was the resolution on "Job-Action". It provided for the consultation with ALL CRAFTS RIGHT ON THE JOB before any action contemplated to correct a grievance not specifically provided for in the award was taken. It stated very definitely that representatives from each of the crafts be called into a joint meeting where plans could be made for the proposed action. The object of this is just as obvious as it is necessary. It is to make the most of the solidarity and unity which the West Coast maritime workers have struggled so hard to attain and have finally built up.

Although the demands for the six-hour day while working cargo in port on steam schooners is definitely contrary to the existing provisions of the Sailors' award and theoretically is not included among those matters which can be settled under
As a result of the protests of two-thirds of the candidates for office in the Bargeman’s Union, ILA 38–101, against the unfair, and undemocratic conduct of the election by the election committee, the bank and file membership, at one of the union’s largest meetings, voted to burn the ballots that were already cast, and start all over again, with the full membership in good standing entitled to a vote.

This action brings to a stop the efforts of certain reactionary members of the Union who were trying to place their own friends into office.

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**W.A.Y. E.S.A. STILL OUT ON STRIKE**

Soldiers supported by all crafts involved in the disputed craft, the skippers of the two struck vessels and two-bolt contracts are still holding their ranks solid. Also, the inside hands were supposed to be organized into the Bargeman’s Union, it looks as the Furry Committee might claim jurisdiction over them.

The strike is expected to end victoriously in a short while.

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**D’YA RECON’ AS HOFT BUS’LL**

**BE HERF BY NEXT YEAR?**

**HUH?**

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MORE FREQUENT BUS SERVICE DEMANDED OF CITY OFFICIALS — HIGH FIVE, YOU SAY!

In accordance with a motion passed at the last regular meeting of the Local, a resolution has been drafted and sent to the Board of Supervisors and Public Utilities Commission of the City, demanding that bus service be improved, especially during the rush hours, and that a bus be operated around the mid-night hour every night. Since time immemorial, almost, the buses have been forced to hang on the outside of the buses running at present, or sit on the fenders, or hang on the roof. If one were fortunate enough to get inside, it was only the nearest chance that one did not have white corns or bunions stomped upon by some 500 pounds there, four or five times in the course of the trip down the Front.

Let’s see, now, how long it will take the City Administration, headed by Little Pink Road, to act on our demands. Maybe the matter will require a little more direct action before we get what we are entitled to as citizens of the city.

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**STILL PROTESTING FRAME-UP BRINGS RELEASES SHARF FOR SCALER FOUR**

As we go to press for this issue we are in doubts as to whether the case of our four brothers on phoney charges of murder has been given to the Jury for deliberation, but when it does come you can be mighty sure that the jurors, finely as they have been, will be just as nice before rendering any phoney decision. Although the capitalist papers have tried to boycott the vicious frame-up in their sleazy sheets, when nearly twenty-thousand dollars are thrown out every half hour to protest the frame-up, they were forced to make some explanation to the local business men. This in itself is not so highly important were it not for the fact that it put tremendous pressure on the shipowners, who as we well know are the prime instigators of this union-wrecking plot. And the hardboiled “impartial” Judge Jocks in whose court the trial is going on, also felt the heat, when the thousands of telegrams and resolutions demanding the immediate release of the four defendants were piled on his desk.

Aside from the all important issue of the freedom of our union members, one other point that is significant is the publicity this splendid demonstration. Thanks to the spirit of solidarity and fight with which the maritime workers from all crafts expressed their protests against such attacks upon the RIGHTS of the workers.

The lesson we must learn and learn well however, is that whether it be a protest against a frame-up, or a demand for better working conditions, IT IS LAY PROTEST WHICH THE EXPLORING CLASS FEARS.

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**THE WATERFRONT WORKER CAN BE PURCHASED DURING THE WEEK AT THE LOOP BOOKSTORE—18 MARSHAL**

RYAN TALLIS ON MINKULU CHARTER

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Although the recently organized Longshoremen in Honolulu have petitioned for a charter from the L.I.A. International Office over six weeks ago, to date, no answer to their demands has been made by Joe Ryan, phoney International President. Burgess Lewis once stated the Honolulu stow-boys “wouldn’t join the L.I.A. because they were not American citizens”.

This excuse is so poor that even Pinky Ryan doesn’t dare use it, so he keeps quiet altogether.

What is being held up the charter is the fact that the Hawaiian workers have early adopted the policy in their organization of RAW AND FILE CONTROL—and about one more Rank a Mile controlled local on the L.I.A. would just about break Ryan’s heart.

In view of the fact that Hawaii is such a strategic war base, the bosses got a high favor whenever they think of the Longshoreman’s union there, and of course, they are doing all in their power to break it up. Ryan’s consistent refusal to issue a charter is just one more evidence of this.

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**DON’T FORGET YOUR NbUEBO STAMP**
SEAMEN'S FIGHT FOR SIX-HOUR DAY

(Continued From Page One)

the "Job-Action" resolution, nevertheless it is a burning issue among the men, and the winning of it will not only better conditions of the steamshipmen as a whole, but will be a victory for every worker in the industry. For instance, members of the I.W.W. will very likely benefit somewhat ourselves, by the addition of two more hours on steamships to the amount of work we originally get.

Therefore, it is absolutely necessary for steamshipmen to curt the sailors' fight until it is won.

Let us consider what method is being used now, to win the six-hour day. At 9:00 p.m., the sailors knock off and turn in, with the idea of turning to again at 5:00 the next morning - that is, they get up from work on the morning they expect to work the next morning, the same men were sent down to the ship to work. In this case, the company weakened and accepted them back, and they returned to work. In many other cases, the vessels were laid up by their owners, and the men were operated as a profit under the six-hour day system during this slack season. The only conclusion is possible to arrive at, then, is that (a) the Sailors must realize that regardless of whether they work or whether they don't, the ORH OTHER CRAFTS WILL BECOME UN-VOLUNTARY ANYWAY! They must take immediate steps to correct this false policy of independent action. The matter must be considered - not only from the point of view of the JUSTNESS of the demands, but also from the point of view of the)... The situation is that the workers have expressed their desire to be a part of the Maritime Federation, by a vote of three to one, but unfortunately, the obstacles to their entrance have not been removed. Dirty Deal is still in a position where he will not take the Federation and file Federation, he certainly would not do it any good.

Let us make ourselves clear on this point, however, that we certainly have no quarrel with the AAA AND FILS of the Federation. The trouble is that they who are their representatives when we condemn Sooner or later, it is going to become necessary to bring the Federation into the Federation...not the quicker the better, not only for the Federation itself but in the interest of ALL Maritine workers.

**DANCE**

Tomorrow, Thursday, Dec. 30, at 8:00 p.m. 

MOOSQ BULL - 1821 MARKET

Admission: 35c - Funds to Recreation Center.
ON THE SPOT

Some of the boys on the waterfront are raising a squawk about a certain member of the organization who seems to owe money to everyone he could borrow from, and apparently isn’t in any too much of a hurry to pay it back. The worst part of it is, he is a member of the Executive Board. We won’t mention any name, but perhaps it isn’t necessary. He may take the hint.

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RAN AND HEALTH LAKE "FIVE YEAR PLAN"

(From New York "Shape Up")

"The money Mr. Joe Ryan and Mr. Sampson (one of Ryan’s gangster henchmen) wanted to stay in office five years in I. L. A. Local 731, New York. They got together 16 of their "good boys" to a secret meeting. At this meeting, a motion was made and passed that an officer should hold office for five years. So one, thousand I. L. A. men were saddled with the leadership of Gene Sampson and J. P. Ryan for 8 years on a vote of 16 men."

This means that for five years members of 731 will have officials who will not fight for the cause "bread and butter". Later, on December 19th, the regular monthly meeting took place, with about 100 members present.

A very heated argument took place over the "five year plan". The officials admitted all the details of the enactment of this plan set-up, but didn’t want to read the minutes. Finally, this was forced by the Bank and Pile, who voted nonconcurrence.

* * * * *

EXTRA GANGS FIGHT FOR SMALLER LOADS

On Pier 7, it has been reported, several regular gangs working there have insisted upon landing 10 sacks of barley to the sling, while the extra gangs sent to the dock have consistently fought for the reduction of the loads to 15 sacks. The question was raised before the Executive Committee recently, and the rec-ommendation was made that the gangs work the 15 sacks to the sling.

Of course we admit that on some docks the 15-sack load has not yet been won completely, but certainly there is it possible to lower this even more, let us do so by all means.

SHEEMS LIKE-HIC! MOS’EVERYBODY

Remember about 10 years ago, when Local Elections were held by NELA No. 36, and where the ballots were sent by the voting membership after being filled out, and when they failed to return promptly, investigation disclosed that they were down at the beach, drunk, sorting out the ballots, to make sure the "right" officials were elected.

This has been compared to the recent Perryboatmen’s election. How about it, Deal?

* * * * *

D’Aquisto, the Labor-hating ship service contractor, who was one of the main instigators of the present Ship-Owners’ Fringe-up, was a member of the MVOW & W during the ‘34 strike. Needless to say, he isn’t a member any longer.

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BARGEMEN WIN VICTORY IN AGREEMENT WITH S. P. RAILWAY SUBSIDIARY

In the signing of an agreement with the Santa Rosa-petroleum railroad (S. P. subsidiary) I. L. A. Local 38-101 have put over another signal victory. The agreement calls for $1.00 per month and 564 man hours overtime. This is the biggest bargain ever for any one group of Barge- men so far.

One of the most important points for the other maritime crafts is the section which provides that "in the event employees refuse to work...charge which has been declared unlawful by any maritime labor organization, or where any maritime organization has established a picket line, such refusal to work shall not constitute a violation of the agreement."
At the Northern California Conference of the American League against War and Fascism, which took place December 14th and 15th, several major resolutions were concurred in which not only throws the support of the League behind the I.L.A. but engenders all Norway. It
One of these was the resolution calling on all workers, organized and unorganized, to stop transporting and handling cargoes to be used for war purposes.
A resolution similar to this was adopted at the last Maritime Federation Convention.
At a critical time like this, when all nations are raising war hysteria, this is an organization which it would be well for the I.L.A. to affiliate with. The I.L.A. and Ship Scalers have already done so.
Another resolution concurred in called upon all union Labor to combat the threats of Vigilantism and Fascism. This resolution was introduced by our delegates at the last convention of the State Federation of Labor, and concurred in by the membership. The organizer of the League pointed out that they would be the first to throw their strength behind the "Committee of 100,000" to combat vigilante and fascist terror.
Another resolution forcibly opposed the pressuring of our unemployed youth into C.C.C. and transient camps so that they may be used as soaks on workers, and demanded that those on relief be given a decent standard of living.
One hundred and two resolutions were presented to organizations, of which 27 were trade unions. Altogether, 67,980 individuals were represented.
These delegates left the conference in mind that these were not just resolutions concurred in and then forgotten, but that they would be carried out with all the force which the League, as a powerful united front, is able to give.

The following is one of several protests we have received on the letter appearing in our last issue about Otto Collins.
Brother Collins will have to take our word for it—there is no way to prove it—but we actually hadn't intended to publish it. It slipped in by carelessness on our part.
We offer our sincerest apologies to Brother Collins and all his friends.

Editor:
What a joke concerning the damndest Reprinted in our paper December 16th putting on the carpet our side-kicker, Otto Collins, and worse yet your fronting it as of yourselves: What's wrong with our so-called Committee. Did they investigate the accusation? I worked with Otto for years and we'd lay down two weeks wages to bet you 90% of his pals would stick by him and being a stranger are a problem. I.L.A. member like we are. What kind of a "Still a Real I.L.A. Man!" write that fairy tale? Gosh, what a joke! Otto owns a 100 per cent union card, always has his dues cleared up and he attends the meetings regularly like the rest of us men. Why spend all your time of thinking up pipe dreams. Now give us in our next issue your views on Otto and paint him his real colors—WHITE instead of green. He's a real guy, not a FINN, as that letter claims him to be.

—Joe I.L.A. Brother

—SMASH THE SCALERS' FRAME-UP——–

AUXILIARY MEMBERSHIP DRIVE PROGRESSES

At the last meeting of the Ladies Auxiliary of the I.L.A., December 12th, six new members joined the organization—three being recruited by the Blue Team and three by the White Team. This is an all increase over the present number of members, but it is hoped that the next meeting will show an even larger number of new members. This membership drive can be a great success with the help of the men. Considering the number of men on the Waterfront it is not too much to hope that before they are through, they will have at least 1,000 members.

You men who read this paper, take it home to the women and send your wives, mothers, or sisters who are unorganized, down to join our auxiliary, or better, send in your address to 44 Page Street, and a member of one of the teams will arrange to call on her.

There are plans afoot to start having educational as part of the meetings. It looks as if this is favored by most of the members.
The meetings are held at the present time on the second and fourth Thursdays of each month, though they are soon to move to Robins Hall and have weekly meetings on either Wednesday or Friday (undecided as yet). The next meeting is to be December 26th at 44 Page Street.
So, some of you women, down to 44 Page Street and help to build the Ladies Auxiliary of the International Longshoremen's Association.
"NOT ABOUT A REPORT" ASKS STEVIE

Dear Editor:

When are all the delegates who were selected to attend the Emergency Convention of the Federation going to make a report to the membership of our Local? This is a question often asked on the Waterfront.

There have been three membership meetings of our Local since the Convention adjourned and many of us feel we should hear a verbal report. The importance of the Convention that was printed in the Voice was timely and valuable, but it is no excuse to refrain from a report at one of these meetings.

Explanations should be made relative to the many resolutions that were adopted; especially the resolutions on job conditions.

Most of us members know very little about the program of intensifying the boycott on Standard Oil and the plans to plot the gas stations' members of the Maritime unions, including the Longshoremen's.

Two propositions were submitted to the Convention, but we were not made sufficiently acquainted with them, consequently the vote on them was very weak.

These are facts. They are gratefully interested in the Maritime Federation; we realize that the perpetuation of the Federation is vital to us; the Federation is our bread and butter, as it were.

What about a report soon or a special meeting for that purpose?

--- A 9 Deck Man

"VOICE" ADVERTISERS THREATENED

Dear Editor:

I am a small business man, an advertiser in the "Voice of the Federation," and I received a letter the other day, purportedly from a "Group of Rank and File members" --- (members of what, I don't know, but probably the Waterfront Democratic Wing.) This letter threatened me with a boycott if I don't withdraw my ad.

I was on the point of writing this letter to the "Voice" until I saw an editorial in the last issue in which, although it does not become specific, could easily be interpreted to mean the WATERFRONT WORKER by anyone so desiring.

I don't believe such was the intention of the "Voice," but more carefulness should be used. Everyone knows that the WORKER is the organ of the Rank and File stewedores.

Anyway, no such threatening letter as this will scare me from supporting organized labor.

--- A Waterfront Stewduckeer

AN OPEN LETTER TO SANTA CLAUS

Dear Santa, Moll, here's Christmas rolling around again, and here we are in the same shape as last year.

Maybe there's a small improvement, but there are still so many holes in our sex that perhaps you'd better pass up our chimney this year.

But, dear Santa, there are a few people around here that you mustn't forget. For instance:

Don't forget to slip a few preferred names under Dear Gas Plants' sock-pants. Production for the poor duffer has fallen off to the point where it's a real shame, since all his gauges went casual.

You might also give him a topper - this cold winter weather is awful on a bald pate.

And then there is Pedro Puke, who needs some Stitches to hold his false teeth in place. He gets so excited lately, since the gang in Pedro have developed the bad habit of boozing him in the meetings, that he loses control of his upper and his teeth just about full out whenever he opens his yap. Couldn't you find a pair of car-wheels for him so he wouldn't lose the bases - they are so disconcerting!

Of course, to put a smile on his face would like to have you slip them a book on "How to Establish Passenger Dis- aster Plans" without losing votes, and naturally, a few of the latest type of gas-bombs (terror and nauseant, both) along with some machine guns and other little toys will come in handy for the next strike.

Big Pink Morrison would like to have a statue of himself to set up before the State House in Sacramento, dressed in a Roman toga, and a capitol. Beneath reading, "The Man who Made Good - He Ought to be President!"

Paddy Harris would surely appreciate a small box-full of dynamite or 20's, in case he finds out where the editors of the WATERFRONT WORKER liveable. Then there is Willie Harris, who would dearly love a few thousand Black, Green, Brown, Silver or Dirty Shirts for a Fascist band, and something to fill them with. A new coat of paint for Marian Davies would be nice, too, don't you think. Santa! And a new set of teeth, (You know what kind.)

Finally, not that we wish to class him with the jinks mentioned above (perhaps it is an insult to have his name in the same article) but Santa, couldn't you somehow give our President, Harry Bridges a flivver airplane so he could fly up and down the Waterfront, as well as up and down the Coast?

--- Thoughtful
Editor

At one of our recent meetings, one of the members got up and proved that Stillings, our local Seal, had been receiving letters from some of the other maritime Unions, but those letters were never read at the meetings. Even registered letters were kept from the membership.

I believe the member who dug up the proof of this matter should be condemned.

--Lambert, Ferryboatmen's Union

OVERTIME WITH NO PAY

Editor:

To my great surprise I find that there are still some pay busy bashing the front.

For instance, the other day I happened to be working on Pier 38 in our gang, when the middle bell rang at 12:00 o'clock and all the stevedores were on their way out to lunch, but some of the open men were still working.

The foreman told us and the man from two other cars "be all in and finish this car," so I naturally thought that we were going to get penalty time and with his hurry-up methods we didn't have a chance to ask him about it.

We finished the car at exactly 7 minutes after 12, then this foreman told us to be back at one o'clock, nothing no penalty or overtime.

I think we should watch closely all these things and stop them or the Blue Book will be here again.

--A Waterfront Worker

Editor's Note: We are here and publishing a letter over the signature of the functionary of the I.A.A. Local 38-44. Ordinarily, we do not print names of our editors or contributors— for obvious reasons—but in this instance, the situation seems to warrant it.

We have, as a rule, returned the letter in order to save space, the original being rather lengthy. However, we believe we have included all the points raised in it.

Editor, WPRODUCT WORKER:

I am writing to tell what I know about the Crockett tablemen who were supposed to be kept out of Local 38-44, and who are being kept out because they are supposed to have five finks among them who must to gotten rid of first. I myself know which five men are meant. In my opinion, there are no good grounds against any of them—and only two should be kept out at the worst.

I say be wrong, but I think I am the person responsible for any 0. & K. tablemen under the 'pink' classification. It happened that in our two strikes last spring, several of the men working on the tables during the Big Strike of 1934 were still employed in the warehouse. I asked one of the organizers whether or not the men was to be admitted into our union (38-44). He said that if they told us and got going they would not be 0. & K. After these men had signed, paid up, picketed, and helped win our strike, the same organizer who told me that the men were 0. & K. said that they were scabs and would have to be kept out of the warehouse. As far as I can tell, these men were not scabs. Table work did not become longshore work until the Longshore Award was made on October 12, 1934— after the Big Strike ended.

When I took the matter up with the Bay Region I.A.A. leaders, they agreed that these tablemen had a right to belong to this union.

Some of these tablemen are now at work on the tables at Crockett. In fact, very few of these men are now in a warehouse. It looks to me as though the 79 Investigating Committee has the impression that men working on the tables during their strike are still on the job and trying to get into 78, something could be more mistaken than that.

Nobody asked me to write this, but if good union men appear to be getting accused unfairly, I feel it my duty to help straighten their troubles if I can.

Yours sincerely,

L. C. Winding

Local 38-44, I.A.A. (Acting Secretary at Crockett)

SHIP SERVICE CONTRACTORS SPLIT

Editor, WPRODUCT:

I see that we have long expected, the Ship Service contractors, so hangover for the split among themselves. Victor D'Aquisto frayed Miranda by telling the Grace Line, Miranda was in the Union Blacklist, and thereby horned in on Miranda's work on Pier 38.

D'Aquisto himself was squeezed out of the Beller Line by the Pacific Lighterage Company— poor fellow.

--A Ship Sealer
"CHRISTMAS SPIRIT" IS PROVEN FALSE, WITH THOUSANDS STARVING THROUOUT CITY

If you woke up one morning and found headlines in the daily press: "10,000 CHILDREN HUNGRY IN SAN FRANCISCO", you'd probably choke over your onion (if you had any coffee). You'd leave your breakfast unfinished (if you weren't starving yourself) and dash to the telephone, to call up your union, your lodge, the mayor, the chief of police or anyone. You'd say the joke had gone too far. You would view the situation as an emergency - as a tremendous disgrace (if you hadn't long since lost all "Mide pride" thru worry over your own empty belly.)

Very well, proud citizen! Does it have to be in the headlines to break through your consciousness? IT IS THE GOD, UGLY TRUTH! There are 10,000 hungry children in San Francisco suffering right under your nose at this moment. Witness the little box that appears daily in the San Francisco Chronicle:

"Will you help? Yale need is great.

Children hungry.

There are 10,000 San Francisco children who will have no Christmas this year unless you help.

Here's another item by "Sally Goodfriend," from the Sunday Chronicle:

"In the name of helpless childhood, in the name of 10,000 little ones already engulfed in the vicissitudes of life, San Francisco will laugh and be gay this afternoon!"

Mind you, this is not one of William Randolph Hearst's slanderous inventions about the Soviet Union. This is the cold bare-faced truth about a city in the United States of America - the wealthiest country in the world.

Is the Chronicle outraged by this fact? No.

Does the Chronicle hail this as an indictment of a social system? No. The Chronicle accepts one of the most amazing and disgraceful revelations in American history with calm, matter-of-fact complacency. In the hunger of these children, it sees an opportunity to pose as a benefactor - an stoop itself in self glorification - to commercialize on the sentimentality of a population that sleeps.

The Chronicle asks charity. Give the children a cheap toy and a stick of candy and let them starve another year. When their fathers and mothers strike for better wages, the Chronicle will scream "Americanism" and cry for police and militia to suppress "insurrection."

The Chronicle, in an effort to pose as an angel of mercy, calmly quotes the rottenest areas of a decaying social system in the face of the populace. Ten thousand children hungry on your very doorstep. And they were hungry last year and the year before that despite all the blooming, sweet-hungry parasites who have humped themselves with self-glorification in the name of CHARITY!

Legions of hungry children after six years of degradation can only mean one thing. YOUR REPRESENTATIONS IN THE GOVERNMENT ARE DISHONEST. It is necessary to build a united front Farmer-Labor party. These children can be fed and an be given a chance at life. Blot out your own "approbations" to office. Food, clothes and educate these children even if you have to tax the millionaires out of your taxes.

The San Francisco municipal elections, in which the waterfront unions played such an important role, were only beginnings - a beginning of the end of all such tools of the employer as practically every capitalist politician is.

So failed to put any of our candidates into office in San Francisco last fall, but we did pile up enough votes to make Little Pink Rossi dance in his boots.

A National Farmer-Labor party will make Wall Street choke in theirs!