

# WATERFRONT WORKER

VOLUME III., NUMBER 62

SAN FRANCISCO

December 30, 1936

## SOLIDIFY FIGHT FOR THE SIX HOUR DAY!

At the action of the Sailors' Union to win the six hour day for stevedoers was approached its third week, with no sign of weakening on the part of the shipowners yet, the question has arisen among the Rank and File Longshoremen and among the District Councils of the Federation, "Can the Sailors win the six-hour day on stevedoers by carrying on their present method of action?"

Although it has been stated by some of the Sailors' Union officials that "no other crafts will become involved in the fight to obtain the shorter working-day while handling cargo", nevertheless, other crafts ARE becoming involved. The excuse they give to justify this is that "it is not the Sailors' Union who are involving the other crafts - it is the SHIPOWNERS who are doing so." This seems rather childish to us, inasmuch as anyone should be able to figure out that had the Sailors not undertaken the fight for the six-hour day the shipowners would not be involving the other crafts. What has happened is that the shipowners, in order to evade the demands, are laying up their vessels as soon as the crew knocks off at 3:00 P.M. This throws the

engine room and stewards' departments out of a job whether the Sailors intended or wanted these workers to become involved or not. It also eliminates a large percentage of longshore work that we ourselves ordinarily get.

### Strike Stage Reached

Naturally, workers who understand the necessity of SOLIDARITY and UNITY will not object to making sacrifices to gain concessions from the employers for any other group. But let us at least admit that other maritime workers besides the Sailors ARE IN THE FIGHT ALREADY, with the likelihood of more being brought in to it as it progresses.

As a matter of fact, we wish to point out that THE FIGHT HAS ALREADY REACHED THE STAGE OF A STRIKE -- IT IS NO LONGER JOB ACTION. True, no one has voluntarily left his job. There are no picket lines. Other crafts are given "permission" to work by the Sailors and denied it by the shipowners. But certainly when thirty-nine vessels are LAID UP -- PUT OUT OF COMMISSION -- throwing nearly a thousand men out of work, as a result of a fight for very specific demands (Continued on Page Two, Column One)

HERE, USE THIS!



(Continued from Page One)

which are actually contrary to the existing award, when such a stage is reached, then we say this is no longer "Job Action", but is STRIKE ACTION.

But it is decentralized strike action. THE Resolution which precipitated it is being interpreted in a different manner in almost every port. It is NOT being conducted in conformity with the program and policies as adopted unanimously at the Emergency Convention of the Maritime Federation (where the Sailors' Union was represented fully). In fact, it is being conducted exactly in the manner the Convention sought to prevent.

#### Stupidity

In THIS WITH this, may we comment on the ridiculous analysis of the policy of gaining the full ORGANIZED and willing support of all crafts as propounded by one of the Sailors' Union patrolmen. This analysis was that the resolution of the Convention which provided for a return to work if and when, in the opinion of the MAJORITY of the workers involved, the action had progressed to a point of danger for the membership of the Federation, was the shipowners' method of sending men back to work without their demands, that to involve other crafts in the action would precipitate such a return without any gains being made. Apparently the fact that a MAJORITY of workers last vote on whether such a danger point has been reached or not was forgotten. There is very little likelihood of a MAJORITY selling themselves out! And he also forget all the very necessary reasons why ALL CRAFTS SHOULD AND MUST BE BROUGHT DIRECTLY INTO THE FIGHT. Surely those men, since they are in the fight anyway, should at least be consulted on the matter!

And it is not a question of convincing the rest of the crafts that they should help the Sailors, either. It is simply that for the vitally necessary principle of Rank and File control to be fully exercised, the engine room department, stewards' department, licensed groups, and all others must be represented and given a voice in the conduct of the action.

#### Referendum Vote Advised

District Council member Y, of the S.F. Bay District at its last meeting made the recommendation that the officers of the Pacific Coast use their good offices to see to it that the decisions of the Convention ARE LIVED UP TO. Certainly these officers will see the very good logic of this recommendation, and will carry it out.

The Washington District Council in Seattle has passed a motion to the effect that "as the job action was started by the Sailors' Union, and now involves all organizations in the Maritime Federation, we recommend that the Sailors take a referendum vote on whether they wish to continue; and if the vote is 'yes', the Washington District Council will back them up". (We do not believe the motion intended to convey a warning to the Sailors that if they did not take the vote they would not get the backing of the Washington District Council.) We believe this is a good idea. We especially be-

(Potter, Next Column)

#### WATERFRONT COMMITTEE ORGANIZED CONFERENCE FOR MASS DISPENSE

A call for a Conference of all trade unions and other workers' organizations at the Building Trades Temple, on Sunday January 12th has been sent out by the Joint Maritime Defense Committee.

This Conference is to lay plans for a mass meeting to be held at a later date, to coincide with the appeal that is due to be heard by the Third District Appellate Court some time next month.

Such a mass meeting will go far to prove to the employers' courts in California that THE WORKING CLASS MEANS TO FREE ITS BROTHERS IN SAN QUENTIN AND FOLSOM!

That mass pressure of this kind CAN free victims of capitalist justice who are imprisoned for fighting in the cause of Labor is proven in the freedom of the four framed-up Sealers, as is dealt with in the editorial on Page 8 of this issue. Local 88-77 must take steps to support this conference on January 12th and the mass meeting which will come out of it.

\*\*\*\*

#### GIVE 'EM A BREAK!

A permit man got his leg broken at Pier 85 recently, and an otherwise good I.L.A. man was heard to remark, "So damn fine stoworders would have had that happen to him".

As a matter of fact, we all know damned well this isn't so. Scores of old-time longshoremen are hurt all the time - and many killed. But this stoworder was expressing an idea that is all too prevalent on the Front. Perhaps it is a reflection of a feeling that the permit men are getting a few hours work that "rightfully belongs" to I.L.A. men.

We wish to state here that the vast majority of the permit men are men who stand shoulder-to-shoulder with us on the picket line in '36, and helped us win the conditions we now enjoy. Our conditions would be better than before the strike even if taken as many permit men were on the Front.

So let's give 'em a break, Brothers.

\*\*\*\*

Now, so, in view of the fact that there actually is some sentiment even among the Sailors, that the strike was called by a "handful of radicals" at Headquarters of the Sailors' Union. It will prove not only to those questioners but to all workers, that the fight for the six-hour day is a legitimate struggle - that it is the desire of the Sailors' as a whole to fight it out. It will bring about a better understanding and a common sympathy from all maritime groups to the just demands of the stowordermen and it will lay the basis for further action (at a more propitious time) on the question of the just demands of ALL seafaring crafts and groups.

We, the stoworders, should point out to all sailors among our acquaintances, the reasonableness of such a program. We must point out to the Sailors, furthermore, that their action must be carried on IN CONFORMANCE WITH THE PROGRAM OF THE FEDERATION CONVENTION, in order that the action now under way WILL BE A SUCCESS!!

**LOOKOUT FOR SCHEMING PADDY  
IS TALKING MILITANT AGAIN.**

Well, well, our old friend of the revolutionary speeches and the strike-breaking ACTINGS is at it again. The guy, you know who we mean, the great militant labor leader, who got up at the Tacoma Central Labor Council during the heat of the lumber strike when the national guard tanks were running around half geared stabbing strikers and workers, and after a revolutionary speech that sounded like Hitler on the eve of thought he smashed the German Trade Union, made a motion "THAT WE DEMAND FEDERAL TROOPS BE BROUGHT IN TO RELEASE THE NATIONAL GUARD"...Yeh, Paddy Morris, that's his.

Here in the latest edition of HIS paper, the Pacific Coast Longshoremen, Paddy is at it again. That guy doesn't change a bit. During the early stages of the formation of the Maritime Federation, in the office of the then District Secretary, Jack Bjorkland, in the company of Dirty Deal, Finky Fox, and if you please, the illustrious editor of the American Seaman (nice clean gang of fellows) plans were then being made to formulate a federation by this unwholly alliance. At that time Paddy's biggest worry was the fear that the "junk and file" might get control of the federation. Of course you know the rest. Despite all his revolutionary speeches and political trickery (Paddy says he doesn't believe in politics--that is if the other guy uses them) and despite the attempts of Dirty Deal to disrupt the Seattle convention, and despite the phony analysis run in the American Seaman, the Rank and File did get and have got control of the Federation. And by a strange coincidence the guy who peeps in his paper against "class collaboration" has collaborated with the shipowners on these the many to marionet, in an effort to SMASH the federation. (For instance, the phony Bloody Thursday Ballot. Or go back farther, and recall the release of the Alaskan ships during the STRIKE. Paddy released the ships and THEN notified the Sailors' Strike Committee about it. Then there was the Point Clear affair. That smelt pretty bad. Paddy was certainly not working for the Rank and File on that occasion any more than Kyan in his latest treachery, the Gulf Strike. And here he is, denouncing the proposal of Brother Pileher that a boycott be placed against Canadian shingles. He says it is "class collaboration". We suppose on the basis that if you boycott war materials being shipped to murder workers it is class collaboration. Shows you just where Paddy stands. We guess that was his argument when the longshoremen were voting to boycott Canadian cargo during the strike. "Class collaboration". Sounds like a new name for strike-breaking, the way Paddy uses the term.

But the boycott is not his ravings about what he deliberately misnames class collaboration. Rather his emphasis on organization as the means of a solution of "competitive handicaps".

That is typical of Paddy Morris. A lot of militant speeches as a smoke-screen for his finky activities. Can you imagine the guy who refused to support the Vancouver longshoremen (when

they were on the picket line), who had refused to support the Alaskan Minors in their bitter fight for recognition, who consistently attempted to evade offering support to the Gulf strikers, who actually aided in the attempts to break the lumber strike, -- yeh, this is the guy who is talking about organization and "class collaboration".

So in the last analysis, Paddy Morris who talks against "class collaboration", is actually collaborating with the interests which have certainly not shown themselves to be on the side of the workers.

In conclusion--Paddy, who talks against organizing the unemployed in the same way who opposed the American Youth Congress. And we'll urge the unemployed are not even allowed to sit as fraternal delegates at Paddy's Central Council at Tacoma. And yet Paddy has the nerve to write about organizing the unemployed in his article!

Come out from behind the bushes, Paddy. WE KNOW YOU!

\*\*\*\*

**GANG STEWARD AND GAFFER GOT DRUNK ON JOB  
SHIPWAGER ALL HANDS**

A report has reached the WATERFRONT WORKER that while Erickson's gang was working fish-meal at 14th St., Oakland, the other day, the gang boss and the gang steward both got drunk on the job. The gaffer was so drunk he took the wheel away from the winch-driver. The men in the hold were afraid to lay hold of a sling to land it, for fear they might get hurt or killed. Of course, several more of the gang, seeing the steward and gaffer drunk, got a little stiff too, and so they must take part of the responsibility for the disgraceful action.

On several occasions in the past, the WATERFRONT WORKER has had to take it up on itself to reconstitute with boss-hounds, in an effort to keep the Union and its membership from giving the organization a "black-eye", and to prevent unnecessary danger from careless handling of gear by drunken workers. On another occasion, we published an article about a gang steward, the Union representative on the job, being drunk. But this case, we believe, is just about the limit. We believe it is about time the Union took some drastic steps to see to it that this does not happen again. When a gang steward and a gang boss get drunk on the job, then we say it is time to quit talking about it, and take action for discrediting the Union, and endangering the lives of men working under them. THESE MEN SHOULD BE BROUGHT UP ON CHARGES!

\*\*\*

**WOOLFE AND GARCIA RE-ELECTED**

The Sealers showed their faith in their Rank and File leaders when George Woolfe and Pete Garcia were returned to office by an almost unanimous vote. Woolfe was re-elected as President of the Local and Garcia was returned to his post of Vice-President and Dispatcher. The Sealers have extended their warmest appreciation to ALL the maritime workers for their tremendous display of support and solidarity which resulted in the acquittal of the four members who were facing a framed murder charge.



### SHAME AND SHAME ALIKE

THAT rat, who works on the Honolulu Pier, Pier 36, Larry Wayne, is the name, and who just recently joined the Ship Clerks' Union, needs a more thorough education (if he can be taught) in Union principles. In an effort to hog all the work, this book-making "Union" man worked the Iowa 30 hours in one stretch the other day. Time he and his ilk were taught to spread the work and give their fellow-workers a chance to share in the work.

\*\*\* \*\*

### OLD TALE OR TIRING OF A FEATHER?

We see Oenset Olsen at Pier 28 in a heart to heart talk with Overtime Fred the fink walking boss who has been on the pier for 20 years. Olsen worked for about 20 years on Pier 40 and would undoubtedly be there yet if his gang had not been chased casual. 20 years at one spot can make a damn good "loyal employee" out of any man, but he doesn't have to prove it by hobnobbing with one of the biggest finks on the front.

\*\*\* \*\*

### SHIPOWNERS' SECRETS FINE-NEED SCARCE

For pure unadulterated ramble-- Bulletin 46 purportedly issued by a "group of Rank and File" shipowners, takes the cake. In a bare-faced statement it says "The following is an article which appeared in the September 30 issue of the WATERFRONT WORKER: 'Members of the local who are on the waterfront who have had any experience and have seen plenty of action should volunteer to attend meetings when they have time, and if anyone is looking for trouble, help work them over'."

A thorough re-check of the September 30th issue of the Waterfront Worker shows that this quotation is a fraud. THIS STATEMENT DOES NOT APPEAR IN ANY FORM. It is evident that the writers of this "Bulletin" could not find anything in the WATERFRONT WORKER to reface, so it was necessary for them to manufacture lies about which to write in their attempts to discredit militant Rank and File.

\*\*\* \*\*

Some of the guys on the Mission are getting pretty friendly with finky Corilla Pullman, we hear. What's the matter, boys, have you forgotten the strikers?

\*\*\* \*\*

All ships of this outfit are provided with many signs painted in conspicuous places on board the ship, on the hatch meaning especially one may read such advice as "Watch Your Step" -- "Safety First" --- "No Smoking", etc. Pancy whirlygigs are put on the strongbacks, to prevent them from falling down the hold on the longshoreman's back, but some of the longshore operations the company the men to do are often far from safe.

On Thursday, December 26, the S/S Golden Dragon was in her berth at Howard's Terminal, ready to take aboard several thousand tons of scrap iron to be shipped to the Imperial Arsonals and smelters of his Imperial Majesty, the Mikado, there to be manufactured into munitions and war material for the war that is being prepared.

The scrap iron was to be loaded from a barge on the offshore side. It was loaded sky high; the scrap coming to a point like a pyramid in the land of the Pharoahs. It was a mystery how longshoremen were going to stand on this pointed mountain and load up the scows. The stuff had been loaded on the barge by a magnet and no space had been left to land a scow or even stand there. It is a wonder the men did not roll into the bay while working on this death trap. Perhaps this a case for the Labor Relations Committee.

\*\*\* \*\*

### WHAT'S THE HURRY?

The dock steward at Pier 23, who is also a jitney driver, must be going to start a move for a jitney-driver's race, because it looks as tho he is now in training for it. He leads the field there now, but some of the others are close runners-up.

We think the gauge ought to take some action to stop this top-speed working on 23. Not only is it exceedingly dangerous but is in line with the old Blue Book method that we fought for 96 days to do away with.

\*\*\* \*\*

### EXECUTIVE BOARD AGAIN FAILS TO MEET

Again the Executive Board of 35 - 79 failed to meet, on account of there being no quorum. We believe it is high time that someone finds out from the various individual members of the Board just why they do not feel the importance of their position enough to make a definite point of attending their meetings. (Naturally, this does not apply to ALL Exec. Board members).

Time after time, the Executive Board has failed to meet--always because there is "no quorum". If we are to live up to our principles of Rank and File control, then we must not let ourselves fall into the habit of allowing only the few top officials run the whole works. While the officials we have now may be--and we believe ARE--O.K., nevertheless, we must see to it that the RANK AND FILE ACTUALLY RUNS THINGS, if for no other reason than for the sake of precedent!

THEIR WON'T BE ANY FINING GRADUATING  
FROM THIS COLLAGE

## SCHARRENBERG EXPOSED AGAIN

Editor,  
WATERFRONT WORKER:

Enclosed is an article about Commonwealth College. This school exists for the purpose of training workers for leadership in the labor movement. If we are to succeed we must have the support of organized labor.

It is necessary that all young, progressive workers learn fully about the Commonwealth. You can help us by publishing the enclosed article.

(signed) Rex Pitkin  
Commonwealth College  
Mena, Arkansas

Here is the article:

The problem and the history of the American trade union movement form a major part of the curriculum of Commonwealth College, a non-factional labor school at Mena, Arkansas. Realizing that one of the most pressing needs of the labor movement is a fresh corps of young, native trained labor organizers, Commonwealth has for the past twelve years been preparing its students for work in the progressive wing of the trade union movement. The College has a strong union basis. All of the teachers are members of the American Federation of Teachers, Local 104, affiliated with the A.F.O.F. Many of its students come to the campus from their jobs in order to better equip themselves for work in their trade unions. All teachers and students have joined together in a united front and have several times gone to the aid of the Arkansas workers and sharecroppers in their struggles for better conditions. Since most of the students come from working class families, the tuition is kept at a minimum. Student and teacher earn their room, board and laundry by contributing their time to work in the college kitchen, canteen, print-shop, farm, laundry, or office. Teachers work ten or fifteen hours per week depending on their class room schedule, and students twenty hours.

The course in problems, strategy and tactics of trade unions is taught by Raymond Lock who has been connected with Commonwealth for ten years. The history of trade unionism in America is taught by Marvin Sanford, veteran labor editor who has loaned the college his collection of labor papers and pamphlets, one of the largest collections of its kind in the United States.

Editor's Note: Here is a college where the students go out and help the workers WITH the strike instead of acting as strikbreakers.

## NORWAY IS AHEAD OF US

In Norway, the Boy Scouts, Girl Scouts, and Athletic Clubs and various other organizations are affiliated with the labor movement. These organizations, which are used in most capitalist countries to further Capitalistic or Fascist control of youth, and to prepare the young for military purposes, in Norway are used to further the development of Norway's youth in the emancipation of the working class.

ATTEND YOUR UNION MEETINGS.

At the recent State Federation convention, Scharrenberg was instructed to send out letters to all locals requesting funds to support the Mooney Defense Committee and the Modesto Defense Committee. When the letter arrived at Paul's little Office Employees' Union, (that is the one he sneaked into by a vote of four to two), Scharrenberg took the floor and supported a finny resolution, which had been introduced by one of his cronies, and which urged the membership NOT to give any money to the Mooney Defense Fund. When one of the few members present insisted that the local donate at least a dollar, Scharrenberg stated that the union had not funds. The secretary treasurer had just reported that there was \$600.00 in the treasury. The same thing happened when the question for the funds for the Modesto Boys came up. Scharrenberg opposed it bitterly. The second vice-president, incensed at this black treachery, exposed Scharrenberg's action to other unions. Thereupon Scharrenberg called his trusty little executive board together, and without even notifying the second vice-president, they decided to expel him.

Upon his arrival at the meeting, unaware of what had transpired, the second vice-president was refused admittance by the doorman, who was the first to tell him that he had been expelled. Scharrenberg got a squarer deal than that from the Sailors. They had a referendum vot taken on his expulsion. Paul knows the figures by heart now.



WHAT IS MURDER CARGO?

(From the "Voice of Action"-- Militant Seattle Labor Paper)

"What constitutes 'murder cargo'?" When the Italian ship Cellini visited Seattle some opposed striking against loading her on the grounds her cargo was not on the embargo list. Yet she was loading spruce for Il Duce's airplane factories.

Modern war, with the technique brought to play by Mussolini in his recent attack on Ethiopia, relies as much on industrial supplies as on ammunition. Take oil. Russia, foremost League of Nations power, has stopped all oil shipments, leaving the United States the only source for Italy. And Il Duce declares, "If the United States bans oil shipments, it means war!"

America has a clear duty--a duty best enforced by maritime unions--to prevent the shipment of any kind of goods to Italy.

Crush the Fascist attack on Ethiopia--the attack which threatens world peace and foreshadows a world war!"

BOYCOTT MURDER CARGO:  
FIGHT FASCISM

THE WATERFRONT WORKER...  
IS PUBLISHED BY A.....  
GROUP OF NAME AND NILE...  
STAVEDORNE, MEMBERS OF...  
THE I.L.A.....

LOCAL 38-79.....

SEND ALL NEWS TO.....  
P.O. BOX 1186, D.F.....  
.....



## THE MAIL BAG

THIS STORY IS TOLD

SCALER SAYS PINKY IS STOOBLE

Dear Editor:

In the last issue of the W.F.W. we see some remarks about Helcamp's gang and we want to give our version.

While working on 34, Tom Cribbens (dock Superintendent) told one of the men on the dock to go get a crowbar. At the time, this man was helping to shift a sling on a 50 foot girder. He told Cribbens to get somebody else to get the bar because he was needed next to help shift the sling on this beam. An hour later Helcamp comes up and asks what the beef is between Cribbens and this man, saying that Cribbens had called the Hall and the Dispatcher, Mallen, had informed Cribbens that there were several complaints on this gang.

The next morning Tommy told this brother to plug in, but the gang refused to turn to without this brother and went back to the Hall. The entire question of firing this brother was referred to the Grievance Committee.

At the Grievance Committee meeting, Tommy reported that when he had turned his back in, Red Mallen (Dispatcher) said that if the boss didn't have the right to hire and fire, he didn't know who did have that right. And it had been on the strength of Mallen's remarks that he (Helcamp) had laid this man off.

The Grievance Committee decided that only the majority of the gang or the Committee had the right to lay anyone off.

We would like to know what right the dispatcher has to tell any boss to lay any man off. All of these beefs should be referred to the Grievance Committee.

We do not want to put Helcamp on the spot because he is a good union man, but we do say that Red Mallen went out of his field when he told Helcamp he could hire and fire as he pleased.

\*\*\*\*\*

FILTHY TOILETS AND CHEEKING DANBRUFF

Dear Brother Ed:

I like you to answer this point of information as you have your eyes open more than anyone else on the waterfront: Are they building a bathroom or showerbath on pier 44 and 46 for the Stavedorner? Or perhaps it is better toilets for the Stavedorner. I see some building going on there. The stavedorner are getting sick and tired of having that crab cure. If I ever come in contact with Your Gas Plant, I am going to donate some of mine to him. How long are we going to have to stand for those filthy toilets?

--One Who Would Like To Know

\*\*\*\*\*

BUY YOUR MODESTO STAMP  
ON SALE AT YOUR UNION OFFICE NOW

Dear Editor:

Just a few lines to let you know what is happening at Pier 35.

"Pinky", one of the bosses, who has a gang in Hatch No. 6, is supposed to be a good I.L.A. man; to prove it he went to Bob Nelson and Holstein to equal on us, that we don't do any work and that we sleep in the wings. What kind of a Union man is he when he goes to equal on us? We are poor working men working for cheap wages. It seems to me he is looking for a better job; that is why he is making himself good to Holstein.

Also, while working there we ever heard "Pinky" rustling the longshoreman and trying to speed the work.

Brothers of the I.L.A., I think you should look into this. He is not paying us, and I don't see why he should equal on us.

--100% I.L.A. Scaler

\*\*\*\*\*

STANDARD OIL IS STILL ON OUR BOYCOTT LIST

Seems like some of the fellows are kind of forgetting that the Standard Oil outfit is on the boycott list of the Maritime workers. They are inclined to forget that some of our fellow workers are lying in prison because of this finky anti-labor outfit. At least some of the boys in Tommy Dussel's star stool dock gang seem to show a loss of memory at this point. Several of the holdmen of that gang were riding around in the dock driver's car, on the rear of which WAS a Pinky Standard Oil spare tire cover. We say WAS, because of few of the fellows on the front, with a little better memories, ripped the anti-union advertisement off in short order.

\*\*\*\*\*

ANSWER COMING UP

We have received a notation from the office of 38-79, regarding our remarks on a restaurant on the Front, in previous issues. Due to the lateness of its arrival, we are unable to answer it in this issue, but will give it full consideration in next week's paper.

\*\*\*\*\*

THE PRESS IS HYSTERICAL

Tories  
Have ever screamed  
Against the devil-works  
Of rebels like John Hancock and Bevers.  
And old  
King George still spits  
At the names of certain  
Bold men, murthering, "Radicals!  
Traitors!"

--Ruth de Monozos

H.Y. LONGSHORHMEN NEED OUR HELP

"SPECULATORS" HIRED BY LUCKENBACH DOCK-BOSS

Dear Editor:

I am writing you this letter from on shipboard at Jersey City. I trust it will make your paper in time. A word about the Norwegian vessel, S.S. "Spero", that was delayed here when her crew talked off rather than aid in the transportation of any further war materials to the faulting Russian war-machine.

Scams actually came over from New York City to aid the picketing of the ship.

Unfortunately an every sad thing marred the situation. Three gangs of longshoremen, members of the I.L.A., WORKER the "Up", despite the picket-line. I am not condemning those men harshly, for it is true that they have been under finky leadership (if at all) for so long that they do not have the least conception of what real organization means.

From my ship, across the pier, we shouted at the longshoremen to pile ashore. One or two started to go, but some big finky straw boss made threatening advances to the men, and back to the holds they went.

That night, aided by the cops and a few of our good American Legion "Friends", a scab crew was brought down to the ship and she sailed shortly after show time. Ashore that night, I saw a few of my shipmates met a couple of "those same longshoremen. My shipmates wanted to avoid them like a plague (or else dislocate them). However, we walked over and talked to them. The first question out of their mouths was, "How are conditions in San Francisco?"

"Pretty good," my partner piped up, "but the 'risco longshoremen didn't get them by working behind someone else's picket line."

"Well, those guys were just trying to stop war stuff going to Italy, and that is none of our business", one of the longshoremen tried to tell us.

I told them they had important lessons to learn right soon. The first was the sacredness of picket lines and the other was the fact that any time, anywhere, that there is a war going on we ARE concerned. And I told them how 3000 35-75 refused time and again to transport or handle war goods. And I told them of the stand of the Maritime Federation. From there we drifted into an argument about this rat Ryan, and I will say that on this point they agreed 100%. So you see, Editor, those men here are learning slow but sure. And you can bet one thing--this gang here won't handle any more stuff of any kind behind a picket line! One more thing--these fellows certainly look for news from San Francisco. I would suggest that you send a few copies of the WATERBURY GAZETTE to them. I am enclosing the address.

Yours in unity  
--A Sailor

\*\*\*\*\*

ANOTHER RECRUIT FOR THAT UNION SCHOOL

Dear Editor:

Last week on the Transport Dock, Spagy Larsen went out of the hold to relieve the winchdriver. He was gone for a half an hour and during that time we naturally had to work short-handed. This is certainly against union rules and principles.

--Plug Men

Editor:

Not very long ago, the big shot, Pete Irishian, Luckenbach dock-boss joined the I.L.A. in order to make more money. As far as that is concerned, it's O.K. But at the same time he must abide by the by-laws and constitution of the I.L.A. Perhaps he thinks he has joined the Blue Book.

He has his own gang which should be under the same system as any regular gang, but Pete always forgets a part of his gang; in other words, he forgets those who don't kick. In their places he orders men from the hiring hall; he thinks that the more men he gets from the outside, the bigger a boss he is. Besides that, he has a group of old timers; someone has often called them "Pete Specials". These brothers do not belong to his regular gang, they are on the extra list, each has a plug number, etc. But our Pete tells them, "Anytime there is a ship in you don't have to go to the hiring hall, I will fix things up for you." So, naturally these men come as speculators; especially when a discharge ship is in, they are there in full force. Sometimes they have to wait from 1 to 2 hours, just as they did in old time Blue Book! In the mornings, when the regular gangs go in, he takes a part of his gang in with them, and the other half, always the same half, too, has to wait half an hour, and many times over an hour; they have to go in with the bunch who come on speculation. But many times it happens that only the speculators get in; he tells his regular men to go home and wait for a phone call and that he will need them later. The poor guys wait for a call, but they never get it, instead he calls to the dispatcher for men.

If some of his gang go to the hall in order to work outside, Pete bullies them out good. He practiced this right after the strike, but a few of our good brothers stopped him. Lately, none of them have shown up at the Luckenbach Dock, so he is fully up to his "Blue Book System" again.

I don't like to be a stool pigeon, but as you know Pete that the men who go on speculation are violating the laws of the Union! They are under a penalty to pay a fine! Pet, here's a word of advice; FORGET THE OLD BLUE BOOK AND BE A REGULAR I.L.A. MAN!

--A StoveDoro

\*\*\*\*\*

DICTATORSHIP--?

Dear Ed:

We would like to know if the rank and file runs local 35-79 or Red Mallon. Two weeks ago Henry Holcomb went to Red Mallon and asked him if he could lay off a man. Red Mallon told him to lay off the man, because if the boss could not hire or fire he might as well not be boss. So Henry fired the man. The whole gang quit the job to await the decision of the Grievance Committee. The decision of the committee was to put the man back to work, the boss had no right to fire a man.

So, let this be a lesson to Red--that the Rank and File is still running this Union and NOT one man!

--One of the Rank and File

## THE FREEDOM OF THE FOUR SEALERS POINTS THE WAY TO VICTORY IN THE MODOSTO CASE

Mass Pressure and Protest Action Can Free These Brothers Also

On January 16th the Appellate Court of California will review the case of the nine Modesto defendants. The question uppermost in the mind of every Waterfront worker is: CAN WE WIN THE FREEDOM OF OUR UNION BROTHERS?

We answer, YES! But on one condition—we must mobilize the greatest mass pressure and demand for their release. This is the one guarantee that victory will be ours. There is one big lesson which the working class can learn from the struggle of labor defendants in the past. The force which the capitalists and their hired courts fear is mass pressure—particularly on the spot that counts, their pocket-books.

Many men believe that if we give the Modesto boys a good legal staff then we are doing our part. This position is wrong. While it is very important to get the best legal aid available -- all the lawyers in the world will not help our labor prisoners unless we, by our united action, bring the facts to public attention and make it plain that we will not tolerate these frame-ups.

The best case in point is the Sealers' trial. The shipowners had carefully planned their attack on the maritime unions, and built a frame-up machine of lies and steel-pigeons which they thought would railroad the four militant sealers to the gallows. But they bargained without one factor -- the united strength of labor! And this united action -- shown in the flood of protest resolutions and

particularly as evidenced by the magnificent 8 hour strike of Friday, December 26th, wrecked the frame-up machine.

Throughout the proceedings of the Sealers trial the effect of mass protest was evident. When the case first opened Judge Jacks (a dependable lackey of the shipowners) was forced to acknowledge receipt of a huge stack of protest resolutions and telegrams. The jury and prosecution were undoubtedly impressed by the crowd of workers jammed into the courtroom day after day. The maritime workers were there to see Justice done -- to show the judge, jury, and shipowners that they would not permit this frame-up of our brothers.

The atmosphere of mass protest forced the prosecution to admit there was no case against the defendants -- and when the case went to the jury a verdict of NOT GUILTY was rendered in the record time of 7 minutes. The very last remarks of the judge reflected the fear of working class indignation. Half threatening, half begging, Judge Jacks asked "there be no demonstrations when the verdict is rendered". Well, there was no need for demonstrations at the moment --- working class might had already done its work -- our Sealer brothers were freed!

Our next job is to force the Standard Oil Company and its hired courts to release the Modesto boys. The job can be done, and it is up to us to do it. The freedom of the four Sealers points the way to victory in the Modesto Case.

