Three dispatchers for the joint hiring hall have been elected. Bill Marlowe will be chief dispatcher with John Hogan and Ralph Mallen assistant dispatchers.

From the reports of the Labor Relations Com. the hall will be ready around the 1st of March. All gangs will be dispatched from the hall. There will be no more soliciting of jobs from the sidewalk or from the individual bosses. All men must stay in one gang. No more shifting from one gang to another. The earnings of the gangs are to be equalized. Those gangs that will be guaranteed 120 hours a month on a certain dock will be known as preferred gangs, but they cannot work on any other dock, except the dock they are assigned to as a preferred gang.

All extra gangs will be dispatched from the hall from a rotary list, every gang getting an

(Continued on next page, Col. 1)
MUST KILL THAT POSITION - the bosses are not asleep, they are working night and day to undermine our splendid organization.

The delegates from other coast ports are in Frisco, meeting in conference to set up a Pacific Coast Marine Federation. A full report will be given at the reconvened membership meeting, Monday night, Feb. 28th, at the Building Trades Temple. Attend and bring your partner. A motion was passed at the last meeting that all membership meetings will adjourn promptly at 11:00. Now, no one can give the excuse that the meetings adjourn too late. It is the duty of every union member to attend his union meeting and to know what is happening. No doubt, soon a plan will be worked out to fine any member who misses over 3 successive meetings.

I.L.A. Local 38-79 is one of the strongest and most militant A.F. of L. locals in America. Let's keep it so.

PROFITS OF THE BOSSES SOAR - STARVATION & UNEMPLOYED MILLIONS REMAIN.

Hark ye wage slaves to the very latest encouraging report on finances. Certain experts supply certain figures to their clients, their clients are Big Business men. They tell their clients everything but you do not see those reports in the capitalist press. Now just read this, you fellows that are glad to get enough wages, that is if you have a job, to skin through on a bare existence for yourselves individually.

In 1932, 418 industrial companies, in round figures showed a net income of 49 million dollars. In 1933, they showed a net income of 605 million dollars and in 1934 THESE SAME COMPANIES SHOWED a net income of 111 million dollars. Isn't this welcome news to you?

Don't believe now that the NRA has been a success. Certainly a great success for the bosses. In 1929 they gathered profits to the tune of 3 billions. These 418 companies have found a way to pick the pockets of the people in spite of the depression and despite the fact that there are still between 20 to 10 million unemployed workers in the United States.

ANOTHER 50c FOR MIMEOGRAPH

Dear Ed:

I am enclosing 50c for the mimeograph. Keep up your good work.

Fraternally yours,

Longshoreman.

A STEvedore GANG

The Gang consists of 19 men in all. The men are husky, their shoulders broad and tall. They do useful labor to earn their daily bread.

They life, they stow, they drag, they sweat.

Their work is hard and cruel, among dangers is beset. They toil deep down in the hold of ships.

Their bodies bare, stripped to the hips.

The muscles tense and the sweat drips, drips, drips.

Their mighty arms, also their face is blacked by heavy toil.

They deserve the best, let's hope it's not in vain.

The transport workers, Oh! do not forget.

Is the first link in the chain.

The chain of life, that every one must live.

Oh! Lord of Destiny, give them too, the right of earthly happiness.

Stevedore Post

FLASH FLASH FLASH

Donation lists, totaling over $25 have been turned in too late to a knowledge in this issue. An extra page will be added to next issue printing all lists. WATCH IT.

TOBIN BETRAY S LABOR GIVES $10,000 CHEQUE TO PARLEY

At a moment when the Democratic Judge Bart Jay Humphrey issued an injunction aimed at smashing the International Brotherhood of Teamsters in New York, and when the A.F. of L. is attacked by the Roosevelt administration, Daniel Tobin, International President of the Teamsters Union, presented the Democratic Party with $10,000, towards defraying its election campaign deficit and expressed high praise of the "New Deal".

One of the biggest clubs held over the heads of the Teamsters during the maritime strike was that the International would not pay strike benefits if the men struck in sympathy with the striking marine workers.

Can treachery to the workers and obedience to capital go further?

Tobin's shameless action shows the real character of the "non-partisan" political policy of the A.F. of L. officialdom. It reveals the urgent need fora genuine class Labor Party which would put these scavengers in the labor movement to rout and carry on a relentless struggle for the rights of the American working class.
To the Editor:

In your issue of 2/11, a question was asked, why Knopff was opposing the proposed trip of Bridges up and down the coast. I would appreciate you publishing my answer, which is the same now, as it was then, before the Executive Board and the general membership meeting.

With all the vile publicity of the press, to influence the public at large, against the I.L.A. 38-79 as to irresponsible leadership, sending Brother Bridges is just playing into the shipowners' hands, giving them another weapon to say and point out, "where you are, now they, these leaders of 38-79 want to control the whole coast by a Marine Federation all of their own, sending Bridges and Schrimpf up and down the coast and spreading propaganda; instead of constructive action in San Francisco they are fomenting trouble all over the coast."

That will be the slogan of all the disharmonies and the press, and in my opinion its just putting Bridges on the spot all over, and exciting public and press not only against him, but also the organization and the rank and file.

Since I have been chairman of the local Labor Relations Committee, I have always expressed my true opinion and told the truth to the best interest of the organization, as been proven by what was accomplished, and I shall continue to express my views, when I think it is for the best interest of the whole organization, and only when the majority of our members proves me wrong, will I abide by their decision, and will then fight, to a finish with the best of them. Past records prove to the men where I stand, and I shall always express my opinion to the best interests of the organization above all else, and will always speak my mind.

Yours truly,
(Signed) Fred Knopff, Captain
Chairman Labor Relations Committee 38-79

Dear Cap:

Glad to receive your letter because, now it clarifies your stand. Yes, you are correct, the argument you use is a shipowner's argument, but why do YOU use it?

When the delegation was dispatched to the Northwest, they were given specific instruction; instructions to have the Northwest locals endorse the Basic Principles adopted by 38-79 and to fight for the seating of all crafts in the marine industry at the Feb. 15th Conference. These were the instructions of the Rank & File and not the opinion of one or two men. Certainly we expect the shipowners and their mouthpieces, the press, to shout that "38-79 is trying to control the Coast". But is "it a federation all their own"? If you had read the Basic-Principles adopted by 38-79 you would find that it guarantees democratic control for the membership. How any member can arrive at such a deduction as contained in your letter, instead of constructive action in 3-5, they are fomenting trouble all over the Coast", is far beyond the realization of the editors. Trouble for whom, may we ask?

Listen, Cap, if you or any other maritime worker thinks we can win and keep better working conditions without trouble, well, you had better take the first boat to some South Sea Island, because we are going to have plenty of trouble. Haven't the workers always had trouble with the bosses? Why? Because the bosses are always looking to increase their profits and the workers have to fight like hell to keep from starvation; therefore, they are the bitterest enemies. As far as Bridges being "put on the spot" is concerned, in checking up we have found that Harry has been on the spot since May 6th, 1934 and he is going to stay there as long as he persists in fighting for the Rank & File.

The Editors suggest that you do not worry too much about getting the "press excited" because that bunch of gentlemen (?) are always excited, ready to lead a lynching mob or vigilante attack against any worker, or group of workers, who dare organize and fight for their right as men. Instead, we suggest that you give your energy and efforts to expose all such lies and falsifications, and to divert the public where it rightfully belongs - on the backs of the employers, lying Hearst, etc.

In closing let us say, we have many battles ahead of us, past records speak for themselves, but action, organized, well -planned action, speaks louder than words. Let's have the action. The workers judge by results.

Yours respectfully,
The Editors.
HAVE YOU DONATED ???
CONTRIBUTIONS FOR SECOND WEEK
Previous acknowledged------ $18.20
Steve Dorse----------------- 1.00
Longshoreman-----------------.50
TOTAL--------------------- $19.70

Have you started a collection list in your gang yet? If you haven't, how about starting one?
The Editors.

DEAL'S DELIGATES MEET WITH ACCIDENTS. NOBODY WANTS JOB - TOO RISKY

Editor Waterfront Worker:

"Dirty" Deal needs delegates to carry on his dirty work. He is too yellow to do it himself. You see Deal has signed a scab agreement with the River Lupus, but the men who are members of Bargeman's Local 53-101 will not accept it. He sent Stilling, his office boy, down to check up on the boats and the men ran him off the dock so fast that he almost got fire to the dock with his speed. So Deal looked around and found a husky guy aboard the Sutter. The Company gave the young fellow a five weeks' leave of absence to try the delegate's job. The other evening he was walking by Paer 3 and he met with an accident. He woke up in the Emergency Hospital. He was last seen in Deal's office, with his face patched up and his arm in a sling, but he hasn't been on the docks since. Deal will have to find a new delegate. We suggest he get "Sign-his-name" Pinnegan. He has a fighting reputation. Oh! what a man.

A Portugis Bargeman.

ATTENTION PLEASE !
WOMEN'S AUXILIARY TO HOLD SOCIAL.

The Women's Auxiliary will hold a social and whist party on Thursday Night, February 26th, at the Druid's Temple, 44 Page Street.
Everyone's welcome - A good time guaranteed.
Wives, Mothers, Sisters of longshoremen, Bargemen, etc., help build a strong Women's Auxiliary.

Secretary.

P. M. BAGGEGAN WORRIED - MEMBERS REFUSE TO ATTEND MEETINGS.

Dear Ed:

Mr. Pinnegan is worried about the small attendance at Clerks' Union meetings and has sent a card around to the members asking which night is most convenient for them to attend meetings. The fact is that as long as he is Secretary no night will be convenient and the attendance will keep on being poor. A lot of us are sick and tired of him and will pay no more dues into his hands.

Yours,
Disgusted Clerk

DOLLAR WELL SPENT - CONTRIBUTED FOR NEW MACHINE - WE MUST STAND UNITLED.

Dear Ed:

I am sending a little contribution for your new machine - a one dollar bill. It couldn't be spent for a better cause.

Thanks for such consideration in printing my letter last week. I am sure many contributions will find their way through the mail box to you.

It's a well known fact that many of our brother longshoremen are natives of other lands and although able to read your little paper, may find it a task to write why not leave a list in the 1...A. Hall and let the boys sign the list and donate whatever they can as they pay their union dues. No doubt you'll get results. I wish you luck.

Let us all get together and form a Rank & File controlled Marine Federation. Longshoremen, Sailors, Bargemen, all Marine Workers, Teamsters, Scalers, White and Black get together. One big union. We can't afford to draw the color line, we need them all to win. Let's go forward to win and when we do, we'll parade. I'll carry one of the banners so Pink Rossi can have a good look from the Civic Center.

Sincerely yours,
N.C. Longshoremen's Wife
Dear Ed:

Since so many docks are pulling 3 trailers I suggest that the jitney drivers take an engineer's test. I have seen some freight trains "at half" as long as the loads or our jitneys pull. A Prospective Engineer.

The books of the Firemen Local were audited and showed an expenditure of $240 with no receipts. The alibi given was that the Sect. Mc Govern, was not present and perhaps he had the receipts in his pocket.

HIGH FLYERS

When is Bridges and Schriepf going to get their private pilot's license? It only takes 50 hours in the air, doesn't it?

MEN WANTED

Husky young men, preferably athletic, wanted at once, to go in to training. To act as delegates for a "nice" union.

See Deal in Ferry Building

FASCIST PREFACE TRIED ON UNIONISTS WANT TO FINGERPRINT ALL WORKERS

Taking a page from Hitler's book, the employers have proposed that all workers be finger-printed and tagged like an arrested criminal. This suggestion has found root among the chauffeurs, whose officials have endorsed the idea. Already a committee has been formed to get all information from the Police Dept. All the workers should protest this fascist measure at once. Write your protest to the Central Labor Council and present resolutions in your union condemning such action.

CLASS -- CLASSES -- CLASSES! YOU HAD BETTER ATTEND THE CLASSES.

On how to become a (Fairy) Boatman though leisay and sneaking.

By C. W. Deal

On how to paint a picture and don't kid yourself they're good.

By W. J. Lewis

On how to become a good laundry man by ironing things out and being out of order at the same time.

By Deep-Water Jognson.

ANOTHER HOMAN AUDIT??

Where are the sidewalk calamity howlers who always shouted that the American workers would not stick together! And that strikes could not be won? ??
Lee, why bury thy talents? Mr. Hearst has an eye on you. Walter Winchell will be so jealous when you make the grade. Lee, the big companies think you're wonderful. Lee, do not go to their banquets anymore, you eat too much. Stay on a diet the way you did before the I.L.A. was organized. Lee, you are the angel to guide the stevedores out of the wilderness into the promised land; Moses would have nothing on you. Lee, do not chase any greased pigs down a dark alley unless you see a ten dollar bill tied to its tail, I know you are not a distance runner.

Take good advice and stay under the bright lights so the guardian angels of the law will look out for you. Lee, do not worry about money, you are one of the Lord's chosen few. He will take care of you when the devil is not around. Lee, wipe the tears from thine eyes, shed them on Plant's shoulder. Lee, where did you come from? When they were killing the mosquitoes around the malaria swamps, how did you escape.

The Waterfront Worker has received information that lists are being circulated for donations. That is good news for the editors, because the borrowed machine is none too good and the technical staff is having a rough job getting out the paper on time. The sooner you give, the sooner we can get the new machine and relieve the editors and the technical staff of a tremendous worry. Give now. All stevedores are working now and everyone can afford a small piece of change for their paper. The paper that built SOLIDARITY on the West Coast.

Six hundred Rank & File members of the Amalgamated Iron, Steel and Tin Workers met in an open field at Rankin, near Pittsburgh, Pa., recently and declared that unless their demands were met, "We are going to stop every mill in the country and every mine." They denounced Mike Tighe, veteran sell-out artist of the steel workers, as a faker and militantly voiced their demands for abolition of the company union and $1.00 an hour wage scale. "Tighe is not the boss," Wm. Spang, a leader of the Rank & File group, declared. "The Rank & File membership of the Amalgamated is the Boss and Tighe is our servant."

CABBIES JOIN INJUNCTION FIGHT - FLEXING SOLIDARITY WITH STEVEDORES.

The Drivers' Brotherhood of great New York, representing 4000 drivers of the Yellow Taxi Corporation and the National Transport Co., have notified the teamsters and longshoremen that they will refuse to handle any mort cancell material to or from the docks in the event of the latter strike against the injunction order compelling them to handle scrap cargo or restraining them from picketing. The New York A.F. of L Trade Union Committee for unemployment Insurance also pledge its sympathy with the Marine workers and teamsters.

COLLECTION GOES ON FOR MICROGRAPH LISTS BEING CIRCULATED - HAVE YOU GIVEN?

Dear Editor:

The Waterfront Worker has received information that lists are being circulated for donations. That is good news for the editors, because the borrowed machine is none too good and the technical staff is having a rough job getting out the paper on time. The sooner you give, the sooner we can get the new machine and relieve the editors and the technical staff of a tremendous worry. Give now. All stevedores are working now and everyone can afford a small piece of change for their paper. The paper that built SOLIDARITY on the West Coast.

Dear Sir:

I hereby enclose $1.00 for the micrograph. Your paper comes very regular and I like it very much. Sometimes later I will send you something for stamps, but I am not flush just now.

A Stevedore.
Waterfront Worker: 

While reading this week's Waterfront Worker, I came across an article (written by one who signs himself "Eagle Eye") about a steward on Pier 28 who goes by the name of "Frenchy," and thought perhaps that it was meant as a dig for me, for, although I never go by the name of "Frenchy" as I have no reason to be ashamed of the name that was given me at birth, some folks with a yen for calling a fellow any name, as long as it isn't his right one, may refer to me that way.

It is true that I never spent a day picketing duty during the strike, but if "Eagle Eye" would take the time or trouble to investigate further he would find I was in the hospital with a crushed foot the week prior to the strike and under the care of a doctor until over a week after the strike.

If a man on struches would have been on an event to be stavedores on picket duty, I would have been one of the first down there. My past record, if anyone cares to look it up, shows that I am 100% union man, having been on strike at the shipyards for nine months and never shirked in anything I was called upon to do.

In closing I would like to inform "Eagle Eye" that I received my clearance card without a cent of payment. Can he say as much?

Frank Oldrich
Gang Steward, Pier 28

(Eds. note) The Waterfront Worker strives to get a true expression from the Rank & File. We check every letter and story before printing. However, a mistake can be made and we always stand ready to correct any mistake or error which we may be guilty of. The Waterfront Worker is the longshoremen's paper. Your paper, Its pages are open to anyone who has a just grievance, suggestion or helpful hint. It is your paper, you use it.

Bill Caluin Likes Speed-up. Get Wise Bill - You're Laughing Stock

Dear Ed:

Bill Caluin, one of the new Calif. bosses is a prince (only you don't spell it P-R-I-M-O-S). He has not forgotten about the old waterfront speed-up yet. He does whatever the big bosses want. If they say jump into the hold - he would jump and ask no questions.

One week after the strike was over and we had returned to work, he sprained his ankle through Berkeley Bill's hoarding and speed-up. He just got out of the hospital and now he is back on the job again. The other evening he checked the dock gang out and kept the hold gang an extra half hour for putting on hatches. I would like to know what the dock steward thinks about that.

Well, Bill, get wise to yourself and don't be a laughing stock for everybody. And also, Bill, you are allowed 10 minutes to put on hatches, not 10 after. So let this be a lesson to you.

Four Species.

What Is The Matter With Clerks?

Dear Ed:

What is the matter with the Clerks? Are they going to let their misleadar get away with all his past monkey business? If so, they are only inviting him to slip it to them worse in the next few months. Charges can and should be brought against this foker and he should be exposed for what he is, just a pie-card artist, working in the bosses' interest instead of fighting for the men. In his place a man should be placed who will do the wishes of the members instead of telling them what to do. Get busy Clerks and clean house before it tumbles down from rotten ess.

A Clerk

THE WATERFRONT WORKER
P.O. BOX 1158
SAN FRANCISCO, CALIF.

NAME ..........................................................

ADDRESS ........................................................................

RATES - 3 Months 50¢ - 6 Months $1.00 - 1 Year $2.00

WRITE FOR THE "WATERFRONT WORKER"
Again THE WATERFRONT WORKER is publishing a portion of Paul Eliel’s book, THE WATERFRONT & GENERAL STRIKES OF SAN FRANCISCO, 1934. Eliel boasts, that while strikers were being beaten, jailed and 3rd degreeed, Casey and McLaughlin sat in conference with the Industrial Ass’n and prepared to “open the port”. Read for yourself.

"While the public was not kept advised through the press or by the Association as to the latter’s plans for the movement of freight the Association kept the leaders of the organized labor world in San Francisco thoroughly in touch with its plans and conferred with them almost daily relative to its program. As soon as it had been definitely decided that a movement must be undertaken to restore normal freight movements to and from the waterfront and across the streets of San Francisco the Association called in Messrs. Casey & McLaughlin, representing the Teamsters’ Union and told them of its decision. Almost daily, thereafter, either in personal conversations in the offices of the Association, or by telephone, these men were advised of the successive steps which the Association had undertaken; when warehouses were leased they were informed to this effect. When trucks were purchased they were advised of this. When non-union men were engaged to drive the trucks and act as warehousemen they were also informed of this. In fact, these officers of the Teamsters Union were more thoroughly in touch with what the Industrial Association proposed to do than was any one except the high officials of the city and the officers and staff of the Association itself. As already indicated, as early as June 7th, it had been stated to Messrs. Casey and McLaughlin that unless the boycott of the waterfront by the teamsters was withdrawn, the community sooner or later would insist on hauling freight in some other fashion. At this time it was suggested by a representative of the association that it might be possible to work out some sort of plan under which the operations of the Association’s trucks, if and when this plan was inaugurated, would not jeopardize the agreement between the Teamsters’ Union and the Draymen’s Association of San Francisco which had maintained peaceful conditions in San Francisco in the teaming trade for more than a third of a century. These suggestions were renewed when the Association began actively to consider plans for opening the port and positive and definite assurances were given to representatives of the Teamsters’ Union, that when the Association undertook to move trucks over the streets of San Francisco with non-union men it would be understood that it was an emergency operation only, that it would be continued for so long a time as the emergency might continue and that the moment normal trucking operations, through the customary channels, were resumed, the Association would disband and terminate its trucking operations entirely. While it is not known that this information was conveyed to others by Messrs. Casey and McLaughlin, it is reasonable to suppose that at least some of the more responsible labor officials in San Francisco in organizations other than the Teamsters were advised of the position taken by the Association. It is almost certain in any event, that John A. Connell, Secretary of the San Francisco Labor Council, and a member of the Teamsters Union, had been advised of these discussions by the other officials of the teamsters’ organization."