The Teamsters of the East Bay have elected new officials. One of the first statements of the new officers was to declare themselves as Rank & File officials and to immediately start an organizational campaign. In the organization al work they asked the help of the longshoremen. They stated if the longshoremen would refuse to handle freight hauled by non-union drivers, the teamsters in turn would refuse to touch any freight handled or checked by the non-union men on the docks. A bargain was struck, so on Wednesday afternoon a non-union long-haul driver, escorted by 3 guards, from down the valley, tried to run past the teamster pickets at Howards. He did not pass. The guard car was wrecked and the truck was damaged considerably. In a few minutes it seemed like the whole Oakland force was on the scene acting in the usual bull-dozer manner, trying to intimidate the men, etc.

When the longshoremen and teamsters agreed on this joint action, they automatically set into motion the black reaction in the State of California. By organizing the teamsters, especially the long-haul drivers you are organizing a link between the deeply exploited agricultural worker and the strongly organized maritime workers with the experience of one of the greatest strike in history behind them. This the money powers of California do not want to see, nor will they permit it without a terrific fight -- UNITY between the agricultural workers and the maritime workers - the two chief industries of California. Didn't the vigilante hordes just railroad eight innocent, but courageous workers to jail because they dared organize and lead the agricultural workers in some of the most bitterest fought strike struggles that ever swept the State.

On the other hand the old established labor leaders are fighting tooth and nail to keep the transportation, agricultural and maritime workers from achieving UNITY. But the sentiment among the Rank & File of all workers is unity -- the will to help their brothers in the fight for the right to live and the waves of indignation and struggle which will soon engulf the state will sweep the old fakers from their pedes-

(Continued on Page #2, Column #1)
tals like chaff before the storm.

The Marine Federation Conference which goes into session on April 16th in Seattle starts on the understanding that all the efforts previously made to unite the maritime workers on a coast-wide basis. With the old fathers, who have stood in the way of unity all these years, thrust into the background, capable, fighting leadership, the workers of the Pacific Coast can be united into a mighty organization that can wrest higher wages and more economic security from the greedy employers.

DISTRICT I.S.U. HEADS FIGHT FEDERATION - SHAME ADOPT PROPOSED CONSTITUTION OVER HEADS OF PARENTS.

District I.S.U. officials in San Francisco, Schwarrnzh, McGovern, Bourke and Larsen, are desparately attempting to smash the coming April 16th Convention for ratification of the Pacific Coast Maritime Federation.

Using the columns of the discredited "American Seamen", they try to show that any Federation that bars NO unions in or connected with the industry is "dangerous" to organized labor. Practically every maritime union on the coast has formally ratified the proposed constitution.

The I.S.U. membership has already unanimously endorsed this constitution, which reflects its distrust for McGovern & Co. and his filthy rag, "American Seamen", which was barred from the Prince Federation Conference.

CCG CAMPS FURNISH SCABS FOR TANKERS.
MAN-CATCHERS ON JOB AT ALL CAMPS.

It is reported that many of the scabs operating on the oil tankers are boys from the CCG Camps. Men-catchers are active at all camps lining up the boys, not only for the struck tankers, but for any kind of labor disturbance. Some of the boys are working on the sugar boats. They were brought down by "Fink" Deal. Many of the youngsters do not know what it is all about. In many cases the CCG job, if you can call it a job, was the first employment the boys ever had, and naturally, a chance to make higher wages certainly appeals to the youth.

Organized labor as a whole should reach these youngsters with a little propaganda and let them know which side the workers expect them to fight.

BARGEMEN CHASE SCABS INTO FERRY BLDG.
FINKS RESCUED BY POLICE.

The other day the scab crew of a sugar boat fleeing from the I.A.A. bargemen took refuge in the Ferry Building. The scabs who replaced I.A.A. men who struck at the time of the General strike, are now members of Deal's Fairy Union. The finks were rescued by the police and they tried to drive with a yellow cab driver to haul them away, but the driver refused to haul scabs, so the police squad car was called, the finks loaded up and taken to the Harbor Station. The bargemen followed and picketed the station. After several hours passed the finks, thinking the coast was clear, left the station and -- were they surprised?.... you ask the bargemen.

--- STRIKE BREAKER ---

Whenever the bitter fight is on for life against human greed; When the workers rally are hope is gone Which serves for the valiant deed.

When the price is paid in silent pain, In want and nameless dread, And Victory near, then "scabs" sneak in Like Ghouls that rob the dead.

They pluck from the vine they did not prune, They reap where they have not sown, With a grinning look and a craven heart, And a soul that is not their own.

In a darker age when the world was young, This jackal human grew, Skulked in the rear while the fight was on, And preyed on the valiant few.

They snatched the bone from the woman's hand, And smirled at a hungered child, Till the heroes were driven from the land, And earth's garden became a wild.

And ever and ever, where human greed holds the human race in thrall, The fight will be fought by the noble few And the Victory shared by all.

When falter not while the fight is on; There are only your foams to dread; Though cowards shirk and scabs sneak in, Like ghouls that rob the dead.

--West Virginia Federationist--

FINK CAPTAIN SENT TO HOSPITAL.
FALLS - CUT LIPS AND CRACKS SKULL.

A notorious fink, Capt. Grupper met with an accident the other day on Pier 37; he accidently fell against a pair of fists belonging to a militant seaman and suffered a pair of cut lips and a cracked skull in the bargain. He was rushed to the hospital. The dear captain trained various fink pilots in piloting scab ships around the bay during the last strike.
WANTED TO KNOW:

Who was the Brother, at the last regular membership meeting, stood up, waved a copy of the local constitution aloft and shouted, "I got my copy, did you get yours?"

Ask Bill La Fontaine where he got the copy he held up.

WANTED TO KNOW:

Who are the editors of the new waterfront worker?

XTRA! XTRA! BIG FEATURES

BIG MYSTERY; BIG DOINGS!

The new waterfront worker is featuring a mysterious master gear while the paper is being published by a gang of stripped gears.

What does that make the shipowners, labor fakers and stool-pigeons who are supporting the slimy rag?....

ELECTION NOTICE

Elect

MID CONOFF (NAP)

Delegate

TO BUTCHERTOWN CONV.
OF CHEESE INSPECTORS

April 31, 1936

"Vote" For One Who Can Represent "Both Sides"

PROTESTS FILED

ATTENTION -- SHIPOWNERS' AGENTS

Some of the militant members of the I.L.A. and the I.S.U. are protesting because their names were excluded from the "Deers in the Great Machine" appearing in the new waterfront worker.

With all the militants on the waterfront, a small gear is not enough to give the boys the credit due them. We say build a big machine with hundreds of cogs because there are hundreds of militants who are part of "The Great Machine Boy, there's hundreds of 'em."

BOSS REFUSES TO SIGN DISPATCHING SHEETS -- SAYS "NO UNION FOR HIM"

Kemp, the stevedore boss, on the Transport dock, made a crack last week that they didn't need any union out there. He refused to sign the dispatching sheets from the Dispatching Hall and to top it all off he denies the delegates the right to collect dues on the dock. That guy is wasting his talents here - he should be over with Hitler or Mussolini, or maybe he thinks he will soon get a chance to get real tough over here with a bunch of fascist hoodlums.

EFFICIENT POLICE ON THE JOB

FINGERPRINT CAR FROM TOP TO BOTTOM

The Buick sedan used to transport the new waterfront worker down to the Front was stopped at 3rd and Howard Streets last week. In the mix-up that followed the new waterfront workers disappeared and so did the driver with the 4 foot piece of gas pipe he was luging. The windows in the car were smashed and the car put out of commission. In a few minutes it seemed like the whole S.F. police dept. was on the scene and they went over the car with a fine toothcomb, so to speak, and took all the finger prints on the car.

The police were on the job because it is the same old story - the shipowners, Industrial Association and labor fakers had spoken - the cops had to obey their masters' voice.
ORGANIZE CARAVAN TO JACKSON STRIKERS
BUILD SOLIDARITY — BRING COURAGE TO STRIKERS

Many Rank & Felers are discussing the question of organizing a Sunday caravan to the Jackson strikers. The Waterfront Worker thinks its a wonderful organizational idea and steps should be taken immediately to see that such a Sunday caravan is organized.

To make such a caravan a success and to get the maximum amount of benefit from it, it will have to be well organized. A big, enthusiastic caravan would build greater unity between the strikers, workers and the inland workers. It would cement the friendship that already exists, and furthermore, it would serve notice on the bosses that despite the open cooperation of "certain labor leaders" with the Industrial Association and employers, that the Rank & File are going to FIGHT for the right to live and that an injury to one is an injury to all.

Talk to your gang about going a Sunday caravan to Jackson. Combine a Sunday outing with building working-class solidarity. Bring new courage to those heroic strikers who have been on strike over three months, and their fighting spirit is as high as ever.

ADMIRAL GANGS REFUSE TO SLING 21 SACKS.
CUT LOADS TO 18 SACKS — WIN

A little trouble developed on the Admiral dock last week which was settled to the benefit of the men. The first trouble developed over swinging 21 one hundred pound sacks to a load. The men involved put up a squawk and walked off the job. The company stood pat, but after a little negotiating back and forth it was agreed for the men to sling 18 sacks.

The other beef was over the 1700 lb. paper rolls, sling 2 rolls to a load, and with special gear on the dock to handle the paper. The boss would always send the dockers into the hold, but the business agents stopped this practice and informed the Admiral Dock big shots to that effect, and if they wanted 2 additional men for the hold they would be sent from the Dispatching Hall.

SEAMAN PREFERENCES CHARGES AGAINST SILVER SAPPED BY THUGS — DUMPED IN COUNTRY

A militant seaman had drawn upon charges to present to the membership meeting last Monday, but on Saturday night as he was entering the Bay Hotel he was sapped from behind, thrown into a car and taken out into the country where he was dumped by the roadside. While he was still in the car he "came to" a little bit and thought he was going through his clothes. He heard one of them say "Get that letter."

It seems that the I.S.U. fakers have started using thugs tactics which many fakers use in the East to maintain themselves in power. These disruptable fakers have certainly thrown the gauntlet into the faces of the I.S.U. of A. membership. Will the Rank & File accept the challenge?

NEW MACHINES INSTALLED
FIRST ISSUE OFF THE PRESS.

This is the first issue since the new machines have been put to work. What do you think of it?

The smaller type makes a neater job and more news can be gotten on one page. With this edition comes a new page called "The Clerk." This page is written and composed entirely by a group of clerks — the success or failure of the clerk's page depends entirely on them.

If the clerks want a page in the Waterfront Worker they will have to send the news in for it, if they don't they can continue on along the old lines of the past, being fooled by old "Sign-his-name" Finnegan. And God only knows how much crooked work Old "Sign-his-name" actually pulled off.

There is lots of news along the front. Every dock has a story that should be printed. How about you writing the story for your dock? You write it — we'll print it.

The Waterfront Worker is already a power on the waterfront. We can make it much more powerful if everybody cooperates. Write that story you have been putting off day to day. Send it in. We need it.

Although the drive for funds was closed 2 weeks we are still receiving funds. If anyone still has a collection list out, please send it in.

This week's contributions follow:

Previously acknowledged.............$315.50
Gang from Dollar Dock.............9.00
Longshoreman XYZ......................50
Rank & Filer.........................1.00
Gang at Pier 58........................4.50
Total.............................................$331.00

SPECIAL MEETING BIG SUCCESS — HALL JAMMED — VITAL QUESTIONS DISCUSSED

The special meeting called last Monday night was a huge success, the hall was jammed and about 500 brothers could not get in because of lack of room. The longshoremen should be commended for their orderly conduct and interest in the vital questions discussed.

Towards the end of the meeting, in discussing the proposed additions to the dispatching rules, Bill La Fontaine arose and sarcastically stated, "This thing that you are trying to put over here", and when called by the Chairman changed it to, "Well, what the Executive Committee is trying to put over?"

Every I.L.A. member must admit that since Joe Johnson let the choir no notions are railroaded through in our meetings. Then — why does Bill La Fontaine make a crack like that? It sounds quite a bit like the New Waterfront Worker.

We would like to ask Mr. La Fontaine a question. Why does he go down to Pier 18 immediately after the I.L.A. meeting no matter how late the meetings adjourn? Is it to see that the tractors are covered up properly?..... We wonder!.....

DO NOT BUY STANDARD OIL PRODUCTS!

APRIL 15, 1936
URGES OTHER UNIONS TO FOLLOW.

Last Wednesday afternoon many yellow cabs had the fink Standard Oil tire covers ripped from their spare tires. No one actually saw anyone ripping the sobbing away from the yellow cabs; nevertheless 2 innocent I.L.A. men were arrested and charged with the crime (?). The yellow cab drivers should awaken to the fact that they are union men too, and make some kind of a stand for union principles instead of following blindly the bunch of racketeers who have gained control of the cabbies union. The officials of the cab drivers union, instead of fighting the bosses, advocate and organize gangs to beat up militant members of the union who dare to oppose the fink's machine. The President of the Union also organized the gang of hoodlums who threw bricks through the Western Worker office on 2 different occasions. Tony Consella, driver of yellow cab #624 and elect delegate to the Parole Board was awarded by the gangster officials for his fink tactics of beating up militant workers, by a seat on the Executive Board. 

About it, yellow cab drivers, get next to yourselves and be real union men not a bunch of sheep blindly following a group of gangster officials...

HARRY DONAN HAS SENTENCE SET FORCED TO SERVE FULL 5 YEARS

The Parole Board in its last meeting, decided Harry Donan, an I.L.A. man, must serve his full time of 5 years in prison. The Waterfront Worker would like to suggest that the Board of Trustees take up the case and see to it that this Bro. family is properly taken care of as $10 a week is not enough to keep a family these days. It is reported that Harry's wife is soon to have a baby which ought to be looked into by the Ladies Auxiliary. It is only our duty, Brothers, to see to it that this other Harry's family lacks for anything while he is serving time for us.

OIL TUG HAULS SCAB SHIPS AROUND BAY CREW SAPPED IN BUNKS BY MYSTERY MAN

The oil tug "Arabs" has been hauling the struck tankers around the Bay. The other night some mysterious agent got aboard and sapped the entire crew over their heads with a piece of wire cable as they lay in their bunks. This little act has caused quite a bit of confusion aboard the sob tug -- the crew don't know just what to think of it, whether it was an inside job or some outside agent who came down in the still and darkness of night to do his work and then mysteriously vanished.

The crew is still pondering but who ever heard of a fink doing much thinking.

N.W. ENDORSES CONGRESS AGAINST WAR AND FASCISM - URGES OTHER UNIONS TO FOLLOW.

The Maritime Federation of Seattle, representing 8 maritime unions, voted to endorse and elect delegates to the North west Congress Against War & Fascism, and advised the individual unions to also elect delegates.

SERVICE STATION WORKERS ASK AID BOYCOTT STANDARD OIL PRODUCTS.

In their fight to organize the service station workers the new local is asking the aid of all stations which have attendants wearing buttons of the new Association to $40 per week.

Standard Oil products are on the boycott list of all workers because of their refusal to let the men organize, as well as their refusal to recognize the I.O.U. seamen in hiring. This latter action is largely responsible for the tanker strike.

Other service stations which are trying to prevent their men to organize are McKales, and all workers having McKales cards are urged to turn them in & withhold their trade until this corporation falls in line and agrees to the demand of the men for organizing the industry.

**HELP MAKE SAN FRANCISCO A UNION TOWN**

OFFICIALS' SALARIES RAISED TO $40.00 - PASSED UNANIMOUSLY AT SPECIAL MEETING

The special meeting voted to raise the Board of Officer salaries to $40.00. As many Rank & Filers pointed out, "due to the higher cost of living the union officials should receive at least $40 a week in order to maintain themselves with a decent standard of living. However it was our militant president, Harry Bridges, who made the keynote speech of the meeting. He stated, "You can pay an official $10,000 a week and not get 10 cents worth of value from him on the other hand you can pay an official $10 a week and get a real, devoted leader and in the final analysis that is what we are concerned with - able devoted leaders of the working-class".

As Harry pointed out, it is wrong to judge the salaries of the officials with the wages of the Bank & Filers. What the labor organizations in America need is NOT officials who are worrying about THEIR salaries, but officials who worry about the working conditions and wages of THEIR MEMBERSHIP. And the membership will lose no time to see that their able and devoted leaders are not left to starve.

Harry, you have proven yourself a thousand time over, that you are indeed, a true leader of the American working-class.

FARREL, FIREMEN'S DELEGATE HANDS OUT NEW WATERFRONT WORKER UNTIL STOPPED BY MILITANT

Farrel, the Firemen's delegate, was handing out the voice of the shipowners, the new waterfront worker, the other morning in the Firemen's Hall until he was stopped by a militant Rank & Filer. Farrel believes in giving the boys the newspaper if it is this whining old side of it. He says the "American Seaman", Schoharrenburg's paper, is as good as the new waterfront worker any day. Sincere Rank & Filers know the only way to handle either is with a pair of long tongs to keep from and revote leaders are not left to starve.

Farrel, you have proven yourself a thousand time over, that you are indeed, a true leader of the American working-class.

How about it, Farrel!...
"EDITORS OF NEW WATERFRONT WORKER KNOWN" SAYS RANK & FILER - TOOLS OF SHIPOWNERS.

Editor, Waterfront Worker:

The gang that publishes that scabby sheet, the new waterfront worker, must be known to you and everyone on the Front if they are only half awake, and I am surprised why you don't expose them in the real Waterfront Worker.

These fellows know that 99% of the men on the Front today are more than satisfied with the present leadership, and they know that the leadership of the I.L.A. is of the best.

There is only one reason why they criticize the leadership; they are green with envy. If they were in those positions they would be bow-towing to the employers and would be drawing big salaries in the bargain.

Furthermore, those birds are anything but clever. They expose themselves continually on the floor of the meetings and also on the job or around the waterfront. The shippers have gotten close to them, for it is evident that they are acting as the employer's agents.

Last Thursday morning their delivery boy who drives a Buick Sedan 9566109, met with an accident near Third St. just before coming to the Front.

These fellows have only one object in view and that is to split the united ranks of the longshoremen, but the fact that the men on the Front have generously contributed $500 to the real Waterfront Worker proves that pack of rats are trying to make a mast in the wrong building.

A Bridges Booster.

"120 HOURS ENOUGH IN FOUR WEEKS" SAYS RANK AND FILER.

Editor:

I thought that when we were on strike for 83 days, that one of the demands were for a 50-hour week. When the Arbitration Board granted us 120 hours in a period of 4 weeks, I thought that we would take in more members, so ad to divide the work up. It seems at every period we have to extend more hours. What I am getting at, did we strike for more money and longer hours, or for shorter hours?

When the question came up for 100 more men to be initiated for our work, it seems as though lots of the members thought they were having something taken away from them. Now let's take in more members as 120 hours in 4 weeks are enough for anyone to work. Enclosed find $1.00 toward new machine.

From a Rank & Filer.

TRANSPORT BOSS WRI ED SHORT-HANDED - CITATION LETTER STAYS IN BUSINESS AGENTS POCKET.

Dear Ed:

I remember about the middle of last month a boss on the Transport Dock had a charge against him for running a gang short-handed and when the boys told him so, he just told the men in the gang that he had plenty men and kept on going short-handed. Have been asking our Business Agent, Dutch Dietrich, about this matter and he told me and showed me the letter he was supposed to deliver to this boss and told me he has not been able to find him yet.

Have told Dietrich to look him up in the Dispatching hall or put his name on the Blackboard to report to the I.L.A. Hall, as he has been working on the extra list and he has registered as a winddriver. (Extra List Number is 575).

I give you the deo, Dutch, it can't take me long to find things out, and if you really want to know how I do it come up and see me sometime. I might be able to give you some advice on how to find missing people. You have been carrying this letter around for the last three weeks, so get wise to yourself and see to it that this letter is delivered to the right party.

A Few Interested Stories.

(Editors' Note) After investigating the editors have found the above statements to be correct. A boss on the Transport Dock did work short-handed, but he has since quit the Transport and is at present driving winch for Dan Doran. Nevertheless, that does not clear him from the above charge. A letter requesting him to appear before the Executive Comm. should be served. It is a cinch if he violated the rules as a boss he can violate them again as a winddriver.

DOLLAR DOCK GANG SENDS IN $9.00 SUCCESS TO YOU FROM 100% UNION GANG.

The Waterfront Worker:

Gentlemen:

Enclosed you will find Money Order for $9.00 from the 100% Union Gang from the Dollar Dock. "Success to you".

Dollar Gang.

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WRITE FOR THE WATERFRONT WORKER

* * * * * * * * *
Dear Sir:

I am writing to you to vindicate myself in being bodily hustled by a militant worker yesterday. I unknowingly punched a man who is selling "The Taxi Worker". I was on strike all through the 83 days and an honest worker -- and with any other union that is against the bosses.

You know about "The New Waterfront Worker" that prints bad stuff about bridges and all the officials of the I.L.A. For the last few weeks you kids and men were bringing the new waterfront worker down to the front, but the stevedores never did anything to them. So yesterday, the phonies were around and I made up my mind to do my stuff.

About 10 o'clock a man came running into the hiring hall like an average with a bunch of people and someone was chasing him. So I took after him thinking he was selling the new waterfront worker. As I was in a fit of rage I never asked him any questions -- I let him have it. Then I 'took it out' made a very grave mistake. If I had not done it over again I wouldn't beat him up for a million dollars. He was chased by a taxi driver and you know many of them are finks at heart, just wearing the button for a job. So, I apologize to the man I beat up.

Yours truly,
A Stevedore with a 100% Clearance Card.

(Editors' Note) Your right, Brother, our fight isn't against our fellow-unionists but a fight against the bosses. After inquiring around we find that "The Taxi Driver" is a REAL Rank & File paper of the cab drivers, but as you say NOT all cab drivers are union men. Some of them are bosses in the sense as we have in our union. These guys don't like any militant union men and especially a Rank & File paper, such as "The New Waterfront worker and the Samson's Voice. These 2 papers are published by the ship owners, using their stool-pigeons in the I.L.A. and I.S.U. to get their material, which they print.

As you correctly pointed out we must all stick together and fight together against our common enemy - the Boss.

FIGHT AGAINST WAR & FASCISM

$4.50 ORDER FROM PIER 38 - GOOD WORK TO BE KEPT UP.

Waterfront Worker
Dear Editor:

Just a few dollars more from a gang at Pier 38 ($4.50). Keep up the good work.

Gang Pier 38

Bridges makes brilliant talk at special meeting - disruptors forced to pipe down

Dear Editor:

President Bridges made one of the best talks I have ever heard make at the special meeting held Monday night when he spoke on the question of salary raise to the officials. He made it very clear that union officials who like their jobs because of the salary attached to it are not interested in the workers.

The meeting was one of the best I ever attended and considering the huge number of men present, was very well conducted by the Chairman.

A small number of those present apparently do not want a Marine Federation judging from the frequent interruptions from certain "individuals"; for instance the fellow who asked, "if the constitution was still in force". It was his desire to have the meeting adjourn with plenty of business unfinished; in other words, acting in behalf of the employers.

It must be pretty tough on the ship owners' agents when they cannot make any progress with their wrecking tactics at our meetings. This particular fellow has quite a reputation, lately, about the local constitution. The scabby shipowners' sheet, the new waterfront workers, does exactly the same. What is the connection? The local officials had better investigate.

An Admiral Line Stevle.

Haskell gone? other fink bosses remain - longshoreman XYZ answers militant matson man

Dear Editor:

Seeing in the last issue you got the required amount for the micrograph, I am a little tardy in remitting this small amount of 60 cents. However, I hear that the Matson dock if the good the Waterfront Worker has done to get results has not greatly out-balanced its bad features.

Would not, the I.L.A. have evaporated into thin air under that mono-mania, Holmen only for the Waterfront Worker? You quoted the sayings of the immortal Abraham Lincoln, that you cannot fool all of the people all of the time, those words can be misused very often. 

Grant you he freed the colored race but that did not give the Negro economic freedom.

I would refer you, Mr. Matson Man, to the writings of Thomas Jefferson, that liberty has to be won again and again, therefore, don't live in a fool's paradise, Bro. Rank & Filers, and roll down on the job.

The writer has had lots of experience with the fink bosses and semi-fink bottle-boys at your dock as a stevedore. Nearly one of them, Haskell, has gone down to oblivion and cannot retrieve himself and the wheels of industry must roll just the same.

The writer is not writing for notoriety of any kind - can have my name and book number of so desired.

Respectfully, Longshoreman XYZ
Father Charles E. Coughlin and Senator Huey P. Long were described by the Methodist Federation for Social Service which body met in New York recently, as belonging in a race along with General Hugh S. Johnson, "for the leadership of our developing Fascism".

"The triangular contest being conducted on the air between Johnson, Coughlin and Long was the preliminary tryout in the race," said the report prepared by the Federation Secretaries, Rev. Dr. Harry F. Ward and Miss Winifred L. Chappel.

The report, described by the Federation as an analysis of the programs of Senator Long and Father Coughlin, mentions General Johnson only to link him as an ally of certain fascist forces in America.

"All three of these contestants are fighting for leadership of the rapidly awakening," the report concludes— "these persons are seeking to reform and maintain the system described by our general conference as 'moral, un-Christian and anti-social'."

"The profit system refuses to permit itself to be regulated as Roosevelt and Coughlin propose. Still less does the capitalist decline permit fulfillment of the fantastic promises of Huey Long as the analytical sections of the report cited labor practices and records of the priest and the senator against promises made to labor in their respective social justice and share the wealth programs.

"Coughlin's office workers,' the report declared, 'get less than a living wage. He put up his church buildings with non-union labor which he paid at a rate of 40 cents below the union scale. He has his printing done in a non-union shop. The International Typographical Union and the Cleveland Federation of Labor have openly denounced him for his non-union policies. The A.F. of L. appointed a committee to interview him on this matter. But he would not see the committee.'

In discussing Senator Long's labor record the analysis says, "Workers on the Louisiana construction jobs, to which he points with pride, have been paid as low as 10 cents an hour."

Among Long's backers the report names Harvey C. Couch, power and railroad magnate, Chase National Bank of New York and Rudolph Hecht, New Orleans bankers.

Father Coughlin's program, in some points, was compared by the report to what were described as similar statements in the German Nazi article of faith. The Waterfront Worker would like to point out that aside from the 3 above would-be fascist generals mentioned in the Methodist Conference report, the length and breadth of America is flooded with small but eager fascists willing to lead a march on Washington. The American Legion, the vigilante mobs with rope and gun, the crusaders, the White Legion and numerous other paper organizations, are ready to carry out the further suppression of the workers' rights.

Now is the time—today— for every sincere fighter against fascism to rally to the defense of their civil rights—tomorrow may be too late.

Every worker regardless of his race, color, political belief or religious opinion should interest himself in the fight against the insane, brutal, naked, terror called fascism. Any person who dares hinder the fight by raising a religious or political objection should be exposed for what he is— an agent of Fascism.

The First Pacific Coast Congress Against War & Fascism is to be held on Sunday, April 28th at Carpenters' Hall, 112 Valencia St., S.F. Be there!

Support the fight Against Fascism.

IT IS YOUR FIGHT

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Ready to Serve 
Their Master

Huey L. Long, Dr. Frances Townsend, Reo. Coughlin

I've a Thousand Trials
The Poor Have Class

A.P. of L.