

WATERFRONT WORKER

VOLUME IV - NUMBER 5

SAN FRANCISCO

FEBRUARY 3, 1934

SAILORS' CHARTER PULLING LABELED SHIPOWNER ATTACK.

Eighteen men sit in a Convention Hall at Washington D.C. and plot the destruction of the Sailors' Union and the Maritime Federation.

These eighteen men are not acting primarily for THEMSELVES; regardless of what personal interests they might have, THEY ARE ACTING FOR THE SHIPOWNERS.

The shipowners have conspired to smash the Unions and the Maritime Federation over since we emerged victorious from the 1934 Strike. They have not -- nor will they -- allow one opportunity to slip by them to create a split in the ranks of the maritime workers which will be followed by a direct violent attack.

They have made definite plans in the past to compromise other organizations, win public support away from them, isolate them (witness the look-out of 1,500 longshoremen, members of the I.L.A., Local 38-79, during October, 1933.)

Recently they formulated a resolution, signed by all American flag shipping operators (with one or two exceptions) to launch a general attack against the Maritime Federation and all its affiliated Unions.

The action of District Council #2, of

- STATION.....W-A-T-E-R-F-R-O-N-T
- W-O-R-K-E-R CALLING ALL STEVIES
- ATTEND YOUR UNION MEETING TONIGHT
- SCOTTISH RITE AUDITORIUM
- SUTTER AND VAN NESS AVE. 8:00 P. M.
- THIS MEETING TOO IMPORTANT TO MISS!

the Maritime Federation of the Pacific Coast, in exposing the whole conspiracy of the organized shipowners, in all its shameful detail, acted to take the edge off the attack.

It was therefore necessary for the shipowners to resort to other methods. They fell back on their "last line of defense", the traitors of Labor within Labor's own ranks -- in this case, the top officialdom of the International Seaman's Union of America. At the packed convention of the I.S.U. of A., a resolution was presented and passed, over the violent protests of the admiralty Pacific Coast district bloc, to withdraw the Charter of the Sailors' Union of the Pacific, which had been in the vanguard of the struggle to maintain the comparatively good conditions won in the 1934 fight. (Cont'd Page 3, col. 1)



"AMERICAN CITIZEN" SHOULD BE RENAMED
"AMERICAN SCAB"

In large red type, a real, honest-to-God Hitler Fascist sheet, has come to the Bay area.

Calling itself the "American Citizen", this lynch-inciting sheet carries three inch headlines screaming in red ink, "CIVIL WAR IS INEVITABLE".

A hectic attack is made against all Unions, but chiefly against the maritime organizations. From a vicious attack against Harry Bridges personally to a general attack against the Rank and File policies of the Waterfront Unions, this rabid sheet goes from Union to Union, calling for open terror and blockades to be unleashed against us.

It carries false statements from beginning to end. The WATERFRONT WORKER is quoted lavishly, and every statement and quotation is an outright lie or distortion of the actual meaning of the statement. For instance, they say that the WATERFRONT WORKER carried an article on Sept. 30th calling for:

"Members of the local who have had 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."

We have carefully checked the Sept. 30 issue, and find no such illusions, much less such actual statement.

False quotations from the Western Worker also are cited as reason why the militants on the waterfront, categorically labeled "reds" by this sheet, should be all run out of the country.

The paper is issued by Henry R. Sanborn of San Rafael. This character is an ex-Army intelligence officer. Recently, when a gas-pipe in his home broke, and the gas nearly asphyxiated his family, he said it was a "Moscow plot". All the rest of his statements are just as silly.

It is said that 100,000 or more copies of this red-baiting rag were distributed free around the city. WHO PAID FOR THIS? Sanborn hasn't any large personal fortune and doesn't have any ships operating out of San Francisco that we know of. Therefore, isn't it logical to believe and charge that it is the shipowners themselves, who, in their efforts to build up a Fascist reign of terror against the Unions, are thus inciting to open violence and terrorism against us?

WE CLAIM IT IS THE SHIPOWNERS!

MASS MEETING

For Freedom of the victims of the anti-labor Criminal Syndicalist Act

BUILDING TRADES TEMPLE
14th & Guerrero Streets

WEDNESDAY FEBRUARY 5th 8 P.M.
Admission Free

SPEAKERS:

Assemblyman Paul Ritchie
Pat Lydon
W. P. Sanders
George Wolf
Anita Whitney
Ben Legore
Lorine Brown

AUSPICES:
Calif. Conf.
Ropool C.S. Unit

MUTINY ON ITALIAN SHIP

(I.S.H.) The entire world press recently carried the news of a "mutiny" aboard the Italian steamer "Corona Ferrea". The port authorities in Venice have made an investigation into this "mutiny". The following happened: After loading oil in Constanta, Rumania, and having left the port the crew, composed for the major part of Greek and Rumanian seamen, refused to do any work whatever going on strike while the ship was at sea. It was also reported that the crew damaged the engines of the ship. With considerable loss of time the officers of the ship brought the vessel into Venice where she is now laid up.

The investigating port authorities in Venice assert that a thunderstorm at sea was given as the reason by the crew for their action, and that the crew put forward some demands. But the real reason for the crew's action was that they refused to transport the cargo of oil in order not to help in prolonging the war of Italy against Abyssinia.

WAREHOUSEMEN PROTEST CHARTER WITHDRAWAL

At their regular weekly business meeting, the I.L.W. Warehousemen's Local 38-44 sent a protest to Mr. Green, the I.S. U. Executive Board, and the S.F. Labor Council against the high-handed manner of the hand-picked delegates voting to remove the Sailors' Union of the Pacific Charter. In sending the protest it was pointed out by the Rank & File that it is necessary for all unions to protest against the jerking of the charter by a group of thugs, gunmen and hi-jackers who did not contribute one bit towards building the I. S. U. of A. but on the contrary have done everything in their power to sell-out and deprive the union members of their constitutional rights.

If the phonic can jerk the charter of one local they can move against any local that has progressive, militant leadership. Therefore, it is necessary for the warehousemen and every local to protest against Scharrnberg and his cohorts in their charter stealing campaign, the rank and file stated. The protest passed unanimously. The Warehousemen stand behind the Sailors 100%.

CLOSE UNION RANKS TO PRESERVE THE UNITY OF THE MARITIME FEDERATION OF THE PACIFIC

LIBERTY LEAGUES REPORT ACTIVITY

Alfred E. Smith's radio address last Saturday night has given impetus to the organization of the American Liberty League in Northern Calif. Mr. H. Watson, Chairman, stated, with Al Smith "the people's choice" getting together with the Du Ponts and the other 10 or 12 guys that control and run this country and Plant, Scharrnberg and Hearst forming a united front on the West Coast, the fascists war lords are preparing the concentration camp. However, the progressives and radical forces are answering the challenge by organizing and setting up a Farmer-Labor Party controlled by the Rank and File.

(Continued from Page One)

The new plan of the shipowners is startlingly simple. They intend to create not only a split in the ranks of the Sailors' Union of the East Coast, but to create a split in the ranks of the Federation itself. They would re-form the withdrawal Charter to a so-called "loyal" group which they'd like to be nothing more or less than scabs. This group would be headed, in all probability, by Paul Scharrenburg (recently expelled from the S.U. of P.) or someone else fully as treacherous as Paul.

The shipowners would willingly concede all the better demands of the men to this new group, headed and controlled by the reactionary shipowners' agents. They hope thereby to rally some of the weaker members of the S.U. of P. This group would have so-called "job-control", and the rest, the progressives and the militants, would be left to show in their own juice on the outside.

THESE ARE THE SHIPOWNERS' PLANS!!

What must be done to counteract them?

First of all, the Sailors are confronted with the prime task of **MAINTAINING UNITY WITHIN THEIR OWN RANKS. WHATEVER IS DECIDED UPON BY THE MAJORITY MUST BE CARRIED OUT BY THE ENTIRE ORGANIZATION.** There must be no splitting the solid front that was faced the shipowners and their scabs.

What must the Sailors do to finish Paul off -- once and for all? Can they accomplish that by **BOYCOTTING** the organization which, regardless of what progressive steps are taken, most likely will be set up by the International officials? Of course not! They must **BOYCOTT** the new group and allow Scharrenburg to do as he pleases with it!

If and when (with emphasis on the "if") it is organized, they must set their course boldly and go into the new groups with the prime object of **MAKING OUT THE SCHARRENBURG-GLADEN LINE!!**

If a new "legal" S.U. of P. is set up and is boycotted, this would be turning the whole apparatus over to **FINES!!** But if 6,800 militant, determined Rank and File members are prepared to go along with the Charter, then the International will think twice before it serves the Sailors' with the formal notification of revocation.

Of course it would be a fight! To try and avoid this fight by boycotting the International would be sheer opportunist weakness. Or to "stay on the outside" and **PERKED** to fight to get back in thru the capitalist controlled courts would result in the ultimate demoralization and weakening of the Sailors' ranks.

There would be every effort made to excel all the leading militants. The Rank and File would have to combat this. And in this combat, the fisky top leadership of the International might try to call off meetings -- like they did on the East Coast. And they might try to invoke a phony "constitution", similar to the Atlantic District.

Are the East Coast seamen worse fighters than the Eastern Seaman? Are they less game? Of course not! These same East Coast seamen started almost from scratch over a year ago to attain Rank and File control of their union -- and they won! Now, the East Coast is breaking its back, and rising in a tempest of militancy. (Cont'd top of next column)

Further, we are in a better situation than the East Coast. The men here are now trained through bitter experience in trade union tactics and strategy. They know the necessity of Rank and File control. **THEY KNOW HOW TO FIGHT FOR IT! AND THEY WILL FIGHT FOR IT!**

The gangsterism and hegelianism of the East Coast I.S.W. officials will not prove so practical here if the support of the whole membership of the Maritime unions is rallied behind the Sailors to smash vigilantism and Fascist hegelianism.

Even the police may be used against the militant sailors -- they were used in the 1934 Strike and we have faced their constant threat ever since. And we are not frightened by the prospect!

The fact that the S.U. of P. was in existence before the I.S.W. of A. does not mean that it is impossible to withdraw the Charter. The Charter was issued to the S.U.P. in 1902, by the I.S.W. of A., and that "parent body" has - and has used - the power to revoke it. By accepting this revocation and giving lip-service to the fight to regain it may be attempted by some, but it is an incorrect policy.

Already, the East Coast is responding to the call we have made upon them for support. And they are fighting for their own just demands. As this is written, reports have reached us that a gigantic marine tie-up threatens the Atlantic Coast.

The Gulf is becoming more and more solid every day. Their Federation will soon be a reality. Even the I.S.W. have been forced to admit that they must accede to the wishes of the men to meet up a **NATIONAL Maritime Federation.** We must see to it that it is OUR kind of a body -- a **RANK AND FILE Federation,** with democratic control.

LABOR COUNCILS SUPPORT SAILORS

Reports have been received that the Seattle Labor Council, over the protests of its president, went on record unambiguously in protest against the charter stealing facing the Sailors' Union.

The militant Alameda Council has gone on record for the same thing.

Every Union in the Bay District must rally behind the Seamen in their fight.

Appear at Judge Michael Roche's courtroom today, at the Post Office, 544 1/2 the building with workers.

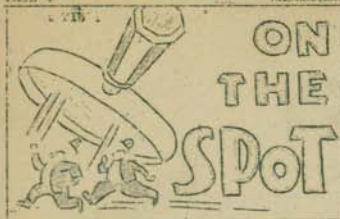
See to it that your Union sends a protest resolution to Victor Clander, in Washington, D. C. and to Bill Green.

ALL RALLY TO THE SUPPORT OF THE SAILORS!

CASH ON THE LINE

It was paid satisfaction with a vengeance on the Waterfront late last Wednesday.

In an un-named newsboy, selling the fisky "American ~~XXXX~~ Scab", appeared at Market and Embarcadero. In about two minutes by the Ferry Building clock, he was surrounded by about half the waterfront workers on the beach. Two cops stood alongside him, but even so, he is said to have made of a change of underwear when he got home.



OH TILLY - IS YOUR FACE RED?!!

That great "Frank and Filer" and would-be leader of the Sailors' Union laughed at the proposal when it was suggested some weeks ago that the Sailors' transfer their funds to the custody of their Banking Committee to safeguard it against the Soharrenburg gang of charter stealing pirates!?

And is his face red now?!

CIGARETTES WITH UNCLE SAM'S MARK

(I.S.H.) A message from Port Said states that packets of cigarettes sold to the crews of Italian ships and the soldiers going to Abyssinia were found to contain anti-war slogans and anti-Fascist appeals in the Italian language.

GREEN WRITES FOR SCAB MAGAZINE

Pres. Wm. Green of the American Federation of Labor comes in for a severe rap in a semi-editorial article in the Montana Labor News, official organ of the Butte Central Labor body, for contributing a so-called guest editorial to the American Magazine.

The magazine is unfair to the allied printing trades crafts, which have carried on a steady campaign against that and other Crowell Publishing Co. scab publications.



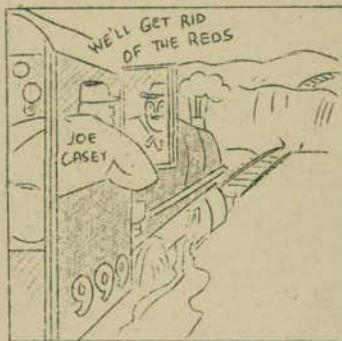
CASEY JOE
(Sung to the tune of "Casey Jones")

Casey got instructions from Willie Green saying "Go to San Diego Joe, and blow off steam,
It seems a few subversives have the Temple in hand,
So you'd better go and blast 'em to the Promised Land.

CHORUS:

Casey Joe hurried down from 'Frisco, Casey Joe gabbled long with Gue,
Casey Joe smashed the Central Council.
That's how he got himself into this stew.

Casey told the brothers that it was a shame;
Just some technicality was all to blame,
"You elect your delegates and after these,
You can have as your officials just whom e'er you please".



REPEAT CHORUS:

After the elections Casey got a scare,
The handful of subversives Gue had said were there
Had grown as Casey claims to eighty-five percent
Of the Unions here in Diego paying Temple rent.

REPEAT CHORUS:

Then Casey smashed the Temple in a different way,
He junked the Constitution 'cause ~~was~~ in the way,
He said "these chosen delegates did not suit me,
And they'll never get their seats until they do, you see".

LAST CHORUS:

Casey Joe pulled an awful boner,
Casey Joe talked too much with Gue,
Casey Joe stumbled on progressives,
That's how he got himself into this stew.

Let's make this the LONGEST SONG IN THE WORLD. Send in your verse and the best received each week will be printed in the WATERFRONT WORKER.

IT IS BEING SAID ALONG THE EMBARRASERS--

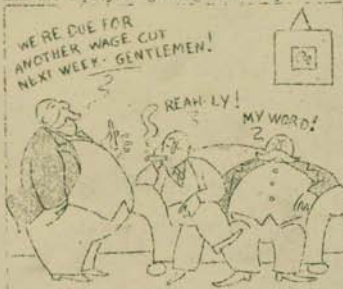
LOVELY PROSPECT

Blue Book Delegate Wicks is back along the Front again, minus about 20 pounds in weight, and the purple maul he heaved around from the free drinks the staves once had to buy the big bun.

The Labor Relations Board has passed a couple of guys for permits, who were turned down by the investigating committee because they were active vigilantes.

Lots of good Union men are asking: how come? :

Matson Co. has gotten big-hearted and started a checkers' club for the boys with the chalk and pencils, opening a room with soft chairs, soft lights, and softer reading material. One of those rooms where the bosses and employers can meet on "equal ground", with the bosses getting their returns in bigger profits and the employees getting soft soap.



Mitchell, an executive of the Dollar S.S. Co., along with Cairns, the bar and feather leader of Santa Rosa, are being watched by the G-Men. They are suspected of carrying on subversive activity in these hore United States. E---- they are both allians and both work for powerful financial interests. What?? You say that's different? The G - Mensay the same!

Pacific Steam has lowered the dock gates, tied up their ships and refuse to take any freight, stating they are forced to do so by the prohibitive labor costs, but in secret negotiations being carried on, they are dickering for the purchase of a number of the Nelson Line ships. They couldn't be enlarging their company to freeze out the small stockholders again, could they??!

Al Smith, "the peopul's choice", put on an act before a cheering billion dollar audience made up of the Du Ponts, oil kings, bankers, high pressure attorneys and others known as the rulers of America. As always in history, the greedy, money-and rulers have to be entertained to forget the haggard desperate hungry faces of the working masses. They chose a clown to put on an act, but the starving millions still remain, and the day of reckoning is rapidly drawing nearer -- cloms, munitions and oil cannot stop it.

No hour the Union are taking action against the "Union" who printing the filthy "American ~~Union~~ Socy".

To murder men for pay!
What do they pay the men at arms
For the working men they slay!

Enough to buy their cigarettes;
Enough for a week-end drunk;
A diet of beans in the army mess
And a cold, hard barracks bunk.

These are the men who man the guns
That spit forth fire and steel
To keep the slaves of the ruling class
Chained to the plow and wheel.

These are the men who marched in Spain
And soaked the streets with blood;
Who measured the working class
To stem the fighting flood.

In Austria they showered lead
Upon their own. They shelled
The townships in which the class
That bore and raised them dwelled.

In every land where workers strive
Towards a better world,
Their mad sons in uniform
Against their ranks are hurled.

There is no hell, like bibles say,
But there should be a Hell
To damn the men who slay their own
With bayonet and shell.

What eagle words or tempting bribes;
What fiendish creeds or schools
Will turn the sons of working men
To murderers and fools?

Where do you march, brass-buttoned fool,
"aid lackey of the Boss?
You march toward a narrow grave
Hooked by a snow white cross.

They'll write your name above the hole,
They'll say you rest with God.
But the flesh will rot on your shell-
torn bones
In the fertile, boss-owned sod.

And a parasite with a jewelry face,
When the long, brave war is ended,
Will entertain with a chorus girl
On the profits you defended.

Is the life of a military slave
So sweet that you would kill
The very men who gave you birth?
Are you not workers still?

They've given you guns and bayonets
And weighted your belt with shells
To guard the loot of the idle rich
And shield the wealthy swells.

There is war ahead. A bitter war,
And a million men will fall.
Will you march with us or now us down
When the class-war bugles call?

(Editor's note) The above poem was submitted by a longshoreman who informed the Editors that it had caused quite a bit of comment among the men on the docks where it appeared in a publication of the "warehousemen's Union."

READ THE SUNDAY WORKER - A working class
PAPER FOR THE WORKING-CLASS--
FOR YOU--AND YOU!

THE WATERFRONT WORKER...
IS PUBLISHED BY A.....
GROUP OF RANK AND FILE...
STEVEDORES, MEMBERS OF...
THE I.L.A.....

LOCAL 36-73.....

SEND ALL NEWS TO.....

P.O. BOX 1158, S.F.....

....



SEE SUGGESTION FOR WATERFRONT WORKER

Editor:

Let's start a "memory teaser" column titled "Do you Remember What?"

1. Who was the delegate to the Labor Council that voted to close the doors to the public?

2. Who was the so-called labor leader in a speech at the Seales Hall during the Strike said: "It has been my dream of 30 years to see a Maritime Federation established?"

3. Who was the member when the union was just started who made a motion to expell any communist, also to refuse any communist membership in 36-73?

4. Who was the member who made a motion to refuse membership to any colored person?

5. Who was the ex-official who said when we first were going on strike in Feb. 1934 -- "Golly, remember boys, you voted for this, and I am warning you against it, and I wish my hands off it?"

--Just an Idea.

CAPT. MILLER - GANG BOSS - TALKING BOSS FORGETTER OF MEMBERS

Dear Editor:

Last Sunday night six men were sent to Rhodes Jacksons Wharf on a salt job. To get there we had to take the 515 Alameda Ferry, get off the train and take a bus that cost us 20¢ (out of our own pockets), then walk a half a mile and be on the job at 8:00 o'clock.

When we got there the rats told us that our boss "Captain" Miller went to dinner and to go down the head and trim the salt until he got there. We found 2 men on the grabber, doing stevedore work in the area, who didn't belong to any union and we didn't find out their wages.

At 9:30 "Capt" Miller appeared, all dressed up in his Sunday suit. He is walking boss for Kingsley at Pier #17. Now how can he be a walking boss and a gang boss at the same time? It is rumored that he is working for half the pay that Capt. Buck did. Well, we asked him for our brasses and he said that he left them home in his "working clothes" and if we would call at the office at 13:00 we could have them.

Then he got busy with some first class pre-strike hollering and tried to speed us to the limit.

Maybe "Capt" Miller's union record should be 15-holed into.

Now, how the hell can so much dirt be dished up in one job?

--A Stevedorer

LONGSHOREMAN'S WIFE URGES BUILDING OF AUXILIARY

WATERFRONT WORKER:

Dear Editor:

The other day I had an opportunity to talk with a very good union longshoreman. My purpose was to talk about the Women's Auxiliary of the I.L.A. The question was asked why the men of the union do not help to draw their wives, daughters and sisters into the auxiliary, in order to build a stronger and larger auxiliary.

The answer this brother gave was: The wives, etc. are not joining the auxiliary because at the Auxiliary meetings we have too much "boofing" and too many "cat fights" -- whatever he may mean by that. Because I could not understand its meaning right then, I thought it over and felt very dejected to think he said this.

Any union man, much less a good one, should know that any organization does not swing up over night full-grown. We are learning to walk, and though we stumble, we get up and walk again, learning as we go along.

As to these so-called "fights" in our meetings: every longshoreman honestly knows that their own meetings are full of discussions, sometimes not entirely solemn, in any rank and file group questions are discussed and settled. Our meetings are no exception. If this good union man was speaking from reliable information, I would welcome an open letter in defense of this statement. Personally, I say it is unreliable gossip. And if the men of the I.L.A. in general hold such poor opinion of the Auxiliary, I know that constructive suggestion would be highly desired and appreciated by it.

Further, I always understood that workers organized to better their conditions in general. This fight for betterment is not only a man's fight. Who does the chopping for the home? The longshoreman! It is we who have to make and mend, who learn to boycott non-union bread, milk, clothes, furniture, groceries. So will be publishing in the immediate future also our support and contributions to the Maritime cause.

Indignantly,
A Longshoreman's Wife

WEAR YOUR FEDERATION BUTTON
ACT LIKE A FEDERATION MEMBER
TALK LIKE A FEDERATION MEMBER
READ THE FEDERATION PAPER

Dear Editor:

While crossing the Bay today, I observed a beautiful and thoughtful, but to me, a sad and terrible remembrance of the exploitation of the worker. A note of human life to save a few dollars in Pilts Pass.

The ladies, wives of waterfront workers, and members of the Maritime Federation, carried large bouquets of flowers and when the ferry was well out, they dropped the flowers upon the water, in memory of those thirty-four brothers, so callously lost on the S.S. Iowa.

The ladies were members of the I.L.A. auxiliary.

Here comes to them!

--A Rank and Filer

 MARITIME FEDERATION FIGHTS IN SHIPOWNERS SIDE

Editor:

The capitalist papers are now playing up the recent charter lifting of the West Coast I. S. U. by the West Coast phonics and their appointed puppet delegates.

The reason for this is the affiliation to the Maritime Federation, which is shown in the shipowners' side.

Harry Bridges ably pointed out in his recent article to the Chronicle that the Chamber of Commerce and the Industrial Association and the shipowners, etc. are forced into their OWN KIND of Federation. But for the WORKERS to have a Federation such as the Maritime Workers on this coast, is called radical and communistic. Well, if that is communistic, I have been a communist for several years, in fact ever since 38-78 first formed, and especially since the strike when for the first time in my young life I really saw the class struggle right on the Pacific Coast and had my eyes opened.

--A Young Longshoreman.



Dear Editor:

On January 25th, 1936, Fred Nickolman, better known as the "Diver", who is a welding boss, was soon deliberately crashing on jitney drivers by hauling a load of gear from the Binical Terminal when the ship Simoon was sailing. He deliberately worked shoulder to shoulder with Fred, a gear man to remove the gear from the dock.

No, brothers, would like to know how long his nice brown suit will last if he keeps this practice up?

--Four Stovodoros



CALL FOR WORKERS DEFENSE CORPS

Dear Editor:

The wonderful little paper, the WATERFRONT WORKER, reaches the majority of the workers on the Waterfront, and now that the dark clouds of the shipowners' greed is again over our heads, I would like to ask each reader of this paper to ask himself, "Will you be willing to rally with the other workers on the Waterfront and meet the armed vigilantes that the shipowners are raising and give them blow for blow when they show down once? We will see naked fascist terror right here in S.F. in our coming struggle."

--Anti-Pabor

LADIES AUXILIARY CHANGES MEETING TIME

Waterfront Worker

Dear Editor:

Will you kindly print the following notice in the Waterfront Worker:

At a Specialty Meeting of the I. L. A. Ladies Auxiliary #3 it was voted to change the time of Regular meetings from 8:00 P.M. to 8:00 P.M.

In the future meetings will be held the 2nd and 4th Thursday at 2:00 P.M. In additional meeting on the 3rd Thursday of the month at 8:00 P.M., this meeting to be a Social Night.

Fraternally yours,
 Secretary,
 Ladies Auxiliary #3

LAXNESS MUST BE ELIMINATED, WORKING-CLASS DISCIPLINE MUST BE ENFORCED
Individual I.L.A. Members: Check Up On Yourself and Your Gang--Enforce Union Rules

It is considered good military strategy to maintain constant contact between the advance guard and the main body and above all to keep a line open to carry on an organized retreat if forced to do so. This same strategy can be, and has in the past, been applied to the labor movement.

At the present time on the Pacific Coast, particularly in S.F., there is a danger of the most advanced section of the organized working-class being cut off from the rest of the labor movement, and destroyed by our class enemy - the boss.

The Pacific Coast maritime workers enjoy better working conditions and higher pay than any corresponding group of workers in the Nation - some Rank and File leaders refer to it as "an island of prosperity in a sea of mass misery". We won these conditions after a most bitter struggle led by honest, sincere, fighting, intelligent Rank and File leaders and a Rank and File who were made to understand every step taken and the necessity of following such a program and policy.

Today, we face a new problem - a problem if not met squarely and honestly will wreck the organization we sacrificed so much for and fought so hard to build. That problem is the amount of work performed per gang per day. In the Blue Book days, 30 or 40 tons per gang per hour was considered an average hours work. Today, 30 or 40 tons is considered a good 4 hours work. Everyone will admit 40 tons is too damned much cargo move in one hour, but at the same time 40 tons for 4 hours is not a helluva lot. After all, we still live in a capitalistic society, the shipowners still own the ships and he must make a profit and if he cannot he will refuse to operate. Or if operating costs become too high, when it would prove cheaper for him to use coasts and look out the Union men, that is exactly what he will do.

In comparing the longshore industry with other trades, say for instance, a carpenter, or a machinist, we find these skilled mechanics must serve an apprenticeship from 2 to 4 years before he becomes a journeyman. He must then attain and keep a complete set of tools. On the other hand, any worker that can pass the Investigating Committee can come from uptown, get a permit and go to work

earning 95 cents an hour without serving an apprenticeship, nor without any tools. We realize that longshoreing is a hazardous occupation and the toughest manual labor there is, but at the present time we are faced with a serious problem and we must solve it.

History of the labor movement has proven time and time again that certain sections of the working class would become well organized, militant and gain many concessions from the greedy employers, but at last the workers would break their backs on their own militancy and organization. They would be so far advanced that they would become isolated from the main body of organized labor movement, and the employers, ever watchful, would move in with all their forces and chop the advanced and isolated group to bits. Ask some of the old timers what helped to break up the old Red Book.

The WATERFRONT WORKER wants to point out as clearly as possible that as an advanced section of the organized labor movement, that we be on our guard against isolation and defeat. All workers hate the vicious speed-up. On the S.F. Front we have smashed the speed-up, the pitting of gang against gang and the unscrupulous competition that was so prevalent in the old Blue Book days. However, what we have to guard against is the carrying of the slow tempo of work too far.

As in the past, we must stand ready to meet any situation. In the question of tonnage, the WATERFRONT WORKER feels that a happy medium can be reached as easily as we have solved the numerous other problems with which we were faced. Between the dock stewards, our elected officials and the Executive Board, we feel confident that a plan can be worked out whereby the gangs and individual members who have adopted the attitude of "To Hell with them - what we don't do today, we can do tomorrow", will be straightened out.

Brothers -- the I.L.A. and the Maritime Federation have led thousands of workers to better working conditions and to some of the better things in life. Let us safeguard our fighting machinery and not leave ourselves open for the shipowners to move in. Union Brothers -- tighten up. Close up the Ranks!

