SAILORS' CHARTER PULLING LABELED SHIPOWNER ATTACK.

Eighteen men sat 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 ever 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 lock-out of 1,600 longshoremen, members of the ILA, Local 88-79, during October, 1935).

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 #42, of 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 fall back on their "last line of defense", the traitors of Labor within Labor's own ranks -- in this case, the top officials and the International Seamen'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 minority 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 RELEASED "AMERICAN SCAR"

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

Calling itself the "American Citizen," this lynch-inflating sheet carries three inch headlines written 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 "unions and their policies of the Waterfront Unions, this rabid sheet goes from Union to Union, calling for open terror and blockheads to be unmasked against us.

It carries false statements from beginning to end. The WATERFRONT WORKER is quoted literally, 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 endorsed an article on Sept. 14h 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 or any others are looking for trouble, help work them.

We have a clear written record for what we have done and what we are doing. Our statement about the Sept. 30 issue, and find no such situations, much less such actual statement.

False statements from the Western Workers are also cited as reason why the militiamen on the waterfront, categorically labeled "ruda" 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-gassing in his home broke, and the gas nearly asphyxiated his family, he said it was a "smog 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 are distributed from around the city. THE PAID FOR THIST 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 that his Caflifornia supporters, 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 SHIRKERS!

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WATERFRONT WORKER

MUTINY ON ITALIAN SHIP

(I.S.M.) The entire world press recently carried the news of a "mutiny" aboard the Italian steamship "Corona Forza!" The port authorities in Venice have made an investigation into this "mutiny." The following happened: After loading oil at Constantinople, the "Corona Forza," port the crew, composed of the major part of Greek and Russian seamen, refused to do any work whatever going on strike while the ship was at sea. It was also reported that the officers and crew deserted 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 oil in all its vessels, in order not to help in prolonging the war of Italy against Abyssinia.

WARHOUSEMEN PROTEST CHARTER WITHDRAWAL

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

In his address, the Union organizers make it clear that one local they can move against any local that has Progressive, militant leadership. Therefore, it is necessary for the warehouseman and every local to protest against any warehousemen who are forced into a charter stealing campaign.

The protest passed unanimously. The Warehousemen stand behind the Sallors 100%.

CLOSING UNIONS TO PRESERVE THE UNITY OF THE MARITIME FEDERATION OF THE PACIFIC

LIBERTY LEAGUE 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. M. H. Matson, chairman, stated, with Al Smith "the pacifies chasing" getting together with the Du Ponts and the other oil-rich 12 guys who control and run this country and Plant, Schurrman and Hearst forming a united front on the West Coast, the Fascists war lords are preparing the concentration camp. However, another day and another town, and the brave fighters are answering the challenge by organizing and setting up a Farmer-Labor Party controlled by the bank and files.

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BASE LILING!

For Freedom of the Victims of the anti labour Criminal Syndicates

BUILDING TRADES TEMPLE

14th & Guerrero Streets

WEDNESDAY

FEBRUARY 5TH

6 P.M.

Admission Free

SPEAKERS:

Assemblyman Paul Ritchie
Pat Lydon
Pat Saunders
George Wolf
Art Whitney
Ben Logro
Lorine Boren

AUSPIGES:

Calif. Conf.
Ropcal Oil.3xt

30th
Further, we are in a better situation than the East Coast. These men are now trained through bitter experiences in trade union tactics and strategy. They will understand the necessity of Bank and File control. They know how to fight - how to fight - for their rights and their union. 

The organizers and leaders of the East Coast I.O.U. 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 vigilantes and fascist intolernance.

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 their Burgess! The fact that the S.I.O. of P. was in existence before the I.O.U. of A. does not mean that it is impossible to withdraw the Charter. The Charter is issued to the I.O.U. in 1920. By the I.O.U. of A., the "siren call" has been stopped - the power to revoke it. By accepting this reversion and giving life-service to the right to regain it may be attempted by men, but it is as an International if we accept it. 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 march has begun to force the Atlantic Coast.

The Gulf is becoming more and more solid every day. Their Federation will soon be a reality. Even the Sailors have been forced to admit the danger of the political situation and have expressed their的心声 of a NATIONAL Maritime Federation. It must see to it that it is OUR kind of a body - a Sailors' and File Federation, with democratic control.

*****

LABOR COUNCILS SUPPORT SAILORS

Reports have been received that the Seattle Labor Council, over the protest of its president, went on record unanimously in favor of the Sailors' Union. The militant Alaskan Council has gone on record for the same thing. Every Labor Council in the city has in some way taken an active part in this fight, either by showing up at the meetings themselves or by sending a delegation to show support.

All will be able to see this battle as it progresses.
ON THE SPOT

OH TALK—IS YOUR PAGE RED?!!

That great "run 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 Schwarzenberg gang of charter stealing seamen?!

And in his face red now!

CIGARETTES IN THE COURT SHALLOW!

(1-8-41) A message from Port Said states that packets of cigarettes sold to the crews of Italian ships and the soldiers going to Yugoslavia were found to contain anti-war slogans and anti-Fascist appeals in the Italian language.

GREEN WRITERS FOR SCAN MAGAZINE

PROF. GEORGE GRIFFITH of the American Federation of Labor came in for a severe rap in semi-editorial articles in the Montana Labor News, official organ of the Butte Central Labor Body, for contributing a so-called ghost 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 Growth Publishing Co. publications.

CASYE J0E

(Sang to the tune of "Casey Jones")

Casey got instructions from Willie Green saying "He 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 gabbed long with Sue,
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 select your delegates and after that,
You can have as your officials just whom o'er you please."

WE'LL GET RID OF THE REDS

REPEAT CHORUS:

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

REPEAT CHORUS:

Then Casey smashed the Temple in a different way,
He junked the Constitution issued hisaws in this way,
He said "those 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 honor,
Casey Joe talked too much with Sue,
Casey Joe stumbled on progressivism,
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 SHIPHEADERS—

Blue Book Delegate Weeks is back along the front again, minus about 20 pounds in weight, and the purple smoke he walked around from the free drinks the stories once fail to buy the big bug.

The Labor Relations Board has passed a couple of guys for permits, who were turned down by the investigating commit- tee because they were active vigilantes. Lots of good union men are asking how soon?

Mason Co. has gotten big-hearted and started a checkers' club for the boys with the chalk and pencil, giving a room with soft chairs, soft lights, and soft 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.

WE'RE DUE FOR
ANOTHER WAGE CUT
NEXT WEEK. GENTLEMEN!

Mitchell, an executive at the Dollar Z. Co., along with Calmas, the car and further leaders of Santa Rosa, are being watched by the G-Man. They are suspect- ed of carrying on subversive activity in those parts of United States. So— they are both aliens and both work for powerful financial interests. What? You say that's different? The G-Man says the same!

Pacific Steam has lowered the look gates, tied up their ships and refused 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 Golden Line ships. They couldn't be enlar- ging their company to freeze out the small stockholders again, could they??

Al Smith, "the people's choice," put an end not before a shocking billion dollars have been made on the Du Pont, all kings, bankers, high pressure at- torneys and others known as the rulers of America. As always in history, the grabby, money-and rulers have to be en- tertained to forget the haggard des- perate hungry faces of the working masses. They chose a clever to put on an act, but the starving millions still re- main, and the day of reasoning is rapidly drawing nearer—disease, unmanliness and all cannot stop it.

We hear the unions are taking action against the "Union" shop printing the thinly "American So B."
SUGGESTION FOR WATERTOWN WORKER

Editor:

Let's start a "memory lane" 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 who bought the building in which the MWF is located. He then said: "It has been a goal of 40 years to form a Maritime Federation established?"
3. Who was the member when the union was first organized and who was to be the first president of the federation, to review your membership in 1970?
4. Who was the member who made a motion to reduce membership by 50 percent?
5. Who was the so-called official who said that we first went on strike in 1931 - "No, remember boys, you voted for this, and I am warning you against it, and I am warning you against it?" - Just in 1931.

*****

CAPT. MILLER - GANG BOSS - WALKING MILES FORGOTTEN OF MEMBERS

Dear Editor:

Last Sunday night six men were sent to the Yarmouth Yacht Club to get something for the employees. They were sent to get the Yarmouth Yacht Club's boat on Friday night and bring it to the Yarmouth Yacht Club. This is the first time we have been in the Yarmouth Yacht Club since the strike began. The men are working hard, and we hope to have them back on the water as soon as possible.

The strike is going well, and we hope to see the end of it soon.

--A Member

LONGSHOREMEN'S WIFE BEGGING BUILDING OF AUXILIARY

WATERFRONT WORKER

Dear Editor:

The other day I had an opportunity to talk with a very good union longshoreman. He is a member of the Auxiliary of the ILA. 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 was: "We are trying to do it, but our wives, etc., are not joining the auxiliary because at the Auxiliary meetings we have too much 'baiting' and too much 'fighting' and too many 'fighting' -- whatever he may mean by that. Because I could not understand his meaning, I thought it over and felt very dejected to think what he said this.

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

As to those so-called "fights" in our meetings, every longshoreman honestly knows that we have more of them than 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 write an open letter in defense of this statement. Personally, I say it is unreliable gossip. And if the men of the ILA in general held such poor opinion of the Auxiliary, I know that constructive suggestions would be highly desired and appreciated by it.

Further, I always understand that workers organized to better their conditions in general. This fight for betterment is not only a man's right. She does the shopping, too. He must fight for his wife. The longshoremen! N.T. It is we who have to make ends meet, who learn to boycott non-union bread, milk, clothing, furniture, groceries. We will be publishing in the immediate future also our support and contributions to the Maritime cause.

Yours truly,

A Longshoreman's Wife

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

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THE MAIL BAG
Dear Editor:

While crossing the Bay today, I observed a beautiful and thoughtfull, but to me, a sad and terrible reminder of the exploitation of the worker. A man of means lived to save a few dollars in a little train.

The ladies, wives of waterfront workers, the mothers of the Maritime Federation, carried large bouquets of flowers and when the train was well out, they dropped the flowers upon the water, in memory of those thirty-four brothers, so unaccountably lost on the 4th.

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

More power to them!

--A. Rank and Miller

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MARITIME FEDERATION THOUS IN SHIPFRONT RISE

Editor:

The capitalist press are now playing up the recent charter lifting of the West Coast I. L. A. by the East Coast planters and their appointed puppet delegation.

This report is the culmination to the Maritime Federation, which is a thorn 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 forming their own kind of Federation. But for the W.M.I.A. to have a Federation such as the Maritime Workers on this coast, is called radical and communist.

Well, if that is communist, I have been a communist for several years, in fact ever since 38-79 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.

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WELL, I’M JUST AN HOUR’S PENALTY
TIME OUT OF IT ANYHOW!

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CALL FOR WORKERS DEFENSE CORPS

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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 their local. Will you do willing to rally with the other workers on the Waterfront and root out the hired vigilantes that the shipowners are using and give them blow for blow when the show down comes? We will not make fascist workers right here, but in our coming struggle.

--Anti-Terror

LADIES AUXILIARY CHANGES MEETING TIME

Waterfront Worker

Dear Editor:

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

At a specially meeting of the I. L. A. Ladies Auxiliary #3 was voted to change the time of regular meetings from 8:00 P.M. to 8:30 P.M.

In the future meetings will be held the 2nd and 4th Thursday at 8:30 P.M., an additional meeting on the 3rd Thursday of the month at 9:00 P.M., this meeting to be a Social Night.

Fondly yours,
Secretary,
Ladies Auxiliary #3

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THEY'RE COMMUNISTS!

Yeah! I'll join 'em!

SHIPWRIGHTS

RANK AND FEAR
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 supply 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 book.

The Pacific Coast maritime workers enjoy better working conditions and higher pay than any corresponding group of workers in the nation - some bank and file clerks refer to it as an "island of prosperity in a sea of mass misery." We see these conditions after a most bitter struggle won by honest, clever, fighting, intelligent bank 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 exactly honestly and honestly will wreck the organization we are striving to build. That problem is the amount of work performed per gang per day, in the Blue Book days, 80 or 60 tons per gang per hour was considered an average hours work. Today, 80 or 60 tons is considered a good 4 hours work. Everyone will admit 60 tons is too damned much cargo move in one hour, but at the same time 40 tons for 4 hours is not a hell of a lot. After all, we still live in a capitalist society, the shippers 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 scale and load out the Union ships and is exactly what he will do.

In comparing the longshore industry with other trades, say for instance, a carpenter, or a machinist, we find those 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 among 96 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, over watchful, would move in with all their forces and show the advance 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 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 watched the speed-up, the hitting of gang against gang and the unscrupulous competition that was so prominent 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 ships in life. Let us safeguard our fighting machinery and not leave ourselves open for the shitheads to take over. Inters broken.

Brothers -- the I.L.A. and the maritime Federation have led thousands of workers to better working conditions and to some of the better ships in life. Let us safeguard our fighting machinery and not leave ourselves open for the shitheads to take over. Inters broken.

IF YOUR FEET DRAG - BE SURE THEY'RE ON THE RIGHT WAY.