

Longshore industry

### Gangs Try To Halt N. Y. Dock Strike

Exclusive to The Chronicle From the New York Herald Tribune  
NEW YORK, Oct. 17—Anthony Anastasia, reputed waterfront hoodlum, today tried to break the spreading wildcat strike of longshoremen on the Brooklyn waterfront.  
The strike began Monday when some members of the International Longshoremen's Association (ILA) refused to work as a protest against a new contract. Today it was spreading along the Manhattan waterfront and some 300 men were on strike.

# DON'T LET IT HAPPEN HERE!

## Mobsters are headed for San Francisco!

**Look**  
REG. U. S. PAT. OFF.  
AMERICA'S FAMILY MAGAZINE  
COWLES MAGAZINES, INC.—PUBLISHERS OF LOOK—QUICK—FLAIR

Reproduced from Look Magazine

### A RACKETEER TAKES OVER AN AMERICAN CITY



Edward J. Florio, ex-bootlegger, ex-convict, ruler of Hoboken's docks: "What drives you nuts," his subjects say, "the guy's a meatball."

By JULES WEINBERG

Jules Weinberg, author of numerous articles on life along the waterfront, is now engaged in writing a book on the place of religion in organized labor.

Hoboken, N. J., a busy seaport across the Hudson River from New York, is in the grip of a ruthless union boss who schemed his way to power and brags, "If you wanna do business, you gotta see me"

EDWARD J. FLORIO, waterfront boss in Hoboken, N. J., labor racketeer and ex-convict.

In a sense, he was...

Remember how the Kefauver Senate Committee exposed the crime, corruption, petty and grand thievery, loan and kickback rackets, intimidation, terror and unprosecuted murder on the New York waterfront? Did you read of the outrageous reign of racketeers and "Murder, Incorporated" in recent issues of such distinguished magazines as LOOK or FORTUNE, or hear it on the CBS network series "The Nation's Nightmare"?

Did you read that the thievery alone sums up to \$60,000,000 a year, not counting what's extorted from waterfront workers who average in wages around a meager \$2,000 a year? If you tuned in on or read about the Kefauver Senate hearings, or if you read FORTUNE or LOOK, or if you heard CBS, then you will also remember the name of Joseph P. Ryan, president for life of the International Longshoremen's Association.

FORTUNE said in its June, 1951, issue: "Actually the ILA is less a trade union than a collection of Chinese warlords, each ruling a province, and Joe Ryan is their spokesman to the outside world."

Reproduced from Fortune Magazine

### WHAT DOES THIS MEAN TO YOU?

Joe Ryan and his racketeers are about to attempt to invade San Francisco, your city and our city

#### HERE'S HOW:

On July 16, 1951, the National Marine Engineers Beneficial Association, CIO, struck Isthmian Steamship Company, a subsidiary of United States Steel. Isthmian was the only holdout company on a contract which had been signed by all other shipowners, East and West. MEBA had contracted with Isthmian since 1938. During the last five years it enjoyed preference of employment, which it still has with all others.

Shortly after the strike there suddenly appeared an organization never before having a contract and having no members. It was invented on paper and "chartered" by Harry Lundeberg, secretary of the Sailors Union of the Pacific. It was immediately recognized by Isthmian, and a contract, inferior to the standard contract, was signed.

The company then used this collusion maneuver to brand the strike "jurisdictional." This enabled it, under California law, to sue for injunction against picketing, which it did. Longshoremen, who respected the picket line because they recognized the strike as a legitimate strike for wages, hours and working conditions, continued to recognize as present a picket line which had been physically removed by court order. In other words, they wouldn't work with strikebreakers. They never have.

The longshoremen were accused of violating their Coast Longshore Agreement. The matter came before Mr. Sam Kagel as area arbitrator, and, after exhaustive hearings, Mr. Kagel ruled the longshoremen were within their rights in standing by their union principles.

Notwithstanding the fact the longshoremen's union has always accepted arbitration decisions, adverse as well as favorable, Isthmian decided not to play was "I win or I quit!"

The next development was a report in the press to the effect that Isthmian had belligerently announced that it would load and sail its ships, or else. Then came rumors, since verified, that Mr. Lundeberg would play the same role against the longshoremen that he had played against the marine engineers.

Next development was announcement by Joe Ryan, overlord of the New York waterfront and President-for-Life of ILA, that he had chartered a local of ILA in San Francisco to work Isthmian ships. That announcement hit the newspapers on Thursday, October 18.

Under the contract between the International Longshoremen's & Warehousemen's Union (not to be confused with Joe Ryan's International Longshoremen's Association) and the Pacific Maritime Association, West Coast ship-owners are bound to hire longshoremen through the jointly controlled hiring hall. Isthmian is bound by that contract whether or not it remains a member of the Pacific Maritime Association.

If Isthmian hires scabs—and scabs they will be whether or not they have some kind of phoney union label—it will have directly and flagrantly violated an agreement which it was supposed to have entered into in good faith.

Joe Ryan maintains the "shape-up system" in New York. (That means hiring on a favoritism basis, a system by which foremen give jobs to those who do him the most favors or who kickback part of their pay.)

Ryan would return this system to San Francisco. New York District Attorney Frank S. Hogan said: "The number of criminals operating on the waterfront is a direct result of the shape-up system. It is responsible for kickbacks, loan-sharking and a large percentage of other crimes on the waterfront. The power over employment is so arbitrary that these conditions necessarily follow."

We are just workers. We are faced here with a powerful combination, namely, the United States Steel Corporation and the seemingly immune gangster-political tieup of Tammany Hall. With whom will the people of San Francisco side? We think we know!

### Fortune Last of the Business Rackets

by Daniel Bell

RUMMEL OFF from the city by a steel-ribbed highway and a wall of bukhed sheds stands the New York... atavistic world more redolent...



Joe Ryan, lifetime president of the longshoremen's union, is lord-high everything-else of the New York waterfront.

### MAY WE SUGGEST:

If Isthmian goes through with its plan to use gangster strikebreakers on the docks of San Francisco, it will create new strife and bring nothing but harm to our port. May we suggest that this is a Community-Wide problem, and that we arise as a Community and request the United States Senate to revive its Kefauver Special Committee to Investigate Crime in Interstate Commerce and send it here pronto ---before our city, too, becomes a racket-ridden center!

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150 Golden Gate Ave., San Francisco, Calif.

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★46 Pack. Sed. \$318 \$895  
★46 Buick Sed. \$318 \$895  
★46 Ford Sed. \$325 \$895  
18" Hse. Tr. \$350 \$2895  
★51 Olds. 88 Coupe \$2895  
★40 Chev. Club. \$225 \$545  
★41 Chev. Club. \$210 \$545  
ALL REASONABLE OFFERS ACCEPTED

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★46 Ford Sed. \$325 \$895  
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18" Hse. Tr. \$350 \$2895  
★51 Olds. 88 Coupe \$2895  
★40 Chev. Club. \$225