“An Injury To One Is An Injury To All”

San Francisco, June 14th.—The Oil Companies reaffirmed their imperialistic stand in the Tanker Strike, here yesterday, when they handed down final “Memorandum of Terms” to the Executive Committee of the Maritime Federation, through the offices of the Tanker Arbitration Board. The wages, hours, working conditions and term of re-employment, stated, were even worse than those the Perkins Mediation Board attempted to thrust upon the seamen here two months ago.

The Federation Executive Committee formally rejected the oil company’s proposals and presented a new demand that was afterward dispatched and returned to their various ports, considering it useless to deal with a powerless arbitration board.

An appointment next a month ago, by the Tanker Strike, to arbitrate and end the Tanker Strike, the Board has since then accomplished nothing but to approve the final programs of the oil companies’ Committee for a showdown.

The Federation Executive Committee, in consideration, to the Committee, was the case.

Guerrillas: The employers have expressed their willingness to reaffirm to this Board the wages, hours and working conditions and terms of re-employment here before a new is known to the unions. The terms are briefly summarized as follows:

(1) The wages, hours, and working conditions as set forth in the San Francisco Strike Committee, as of April 3, as amended, hereof, following:

(2) The superior arbitration boards given that men who have left their employment during the oil tanker strike will go in good faith.

(3) Their attendance hereon given that any employer or ap- plicant for employment claims in writing to his employer that in his case the wages, hours or working conditions referred to in Paragraph (1) or the re-employment conditions stated in Paragraph (2) were:

The Joint Tanker Strike Committee, as of April 14, in comprehension of the United States Steamship Labor Relations Board, was included and called upon Mr. Lewis to see what he could do about: convincing the maritime unions to the local longshoremen. (1) The wages, hours, and working conditions as set forth in the San Francisco Strike Committee, as of April 3, as amended, hereof, following:

(4) Their attendance hereon given that any employer or ap- plicant for employment claims in writing to his employer that in his case the wages, hours or working conditions referred to in Paragraph (1) or the re-employment conditions stated in Paragraph (2) were:
FEDERATION REJECTS OFFERS

(Continued from Page 1)
not being observed, the complaint
will be referred to Arbitration
at San francisco, and his decision thereon shall be final.
(4) Their assurance herefore
guarantee that the above mentioned schedule and assurances will re-
strike the company union, "Unlucky" Lee
1935.
Point 1-The Amendment to the April 5th Memorandum to be voted on by the right of a union delegate to vote on the above.
Point 2--This means that a striking union man will get a job
on a tanker when it please a sub-

SHIPOWNERS CALL LEWIS AID

(Continued from Page 1)
spes the award, or discontinu-
ing their dealings with organized labor, will fail to mean
the company union, "Uncanny" Lee
Holman, attempted to organize
game two months ending. Atgirg his
1935. The Amalgamated Labor

SHIPOWNERS SIGN WITH ENGINEERS

SAN FRANCISCO, June 14—Yesterday the Marine Engineers

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to be given by the

ADVERTISING SPACE IN THE "VOICE OF THE FEDERATION"

Will Be of Special Interest to
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The Maritime Federation of the Pacific Coast has
35,000 members. Each will be a reader of this special sheet, and will be given in the patronage
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F. STODDARD—Editor
H. O. LUNDEBERG—Editorial Board
M. F. KELLEY—Editorial Board

Looking Ahead

By E. B. O'GRADY
Secretary to the Federation

15 MEN ON TRIAL

NEW YORK—At the Sailors' Union

15 MEN ON TRIAL EAST COAST I. S.

This, the first issue of the Maritime Federation's print-
expression, marks an in-
p the right of a union delegate to vote on the above.

FEDERATION'S PRINT-RIGHT

by the Sailors' Union here, as a

Every thing that was ever done
before us for many, many
years . . . we call upon YOU to

It is a beautiful sight to watch

J. W. Crocker, Milan Zecerin,

Brother Christie who has heed-

No More Finks

Further on in the long disserta-

35,000 members. Each will be a reader of this

Ignoring the vacations: the

Bill was never \(\text{held, although

John Lewis

By DARREL L. POVEY

When you enter the port of San

The following clipping

SAILOR

PEACE

Maritime Federation, but the Long'

the boycott was determined °A

there is a feeling of gratifi-
cation. The thought of a uni-

the time of nomination

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Jo
The keel of the Maritime Federation of the Pacific Coast was laid by the 1934 strike of the maritime workers. We must do all in our power to make good solidly together against the shipowners, and allowed ourselves to break their solidarity.

The fact that the maritime workers of the Pacific Coast have stood together for eight years, the concentrated onslaughts of the shipowners, and the industriousness of the Pacific Coast was due mainly to the fact that our members, such as one maritime worker, stay together, thereby creating a powerful tool to be used to drive against the shipowners. The unity achieved by the 1934 strike must be maintained. We cannot afford to lose a single weapon to drive into our foes. How can we be satisfied with just reading your Federation paper but make it very clear that every Maritime worker by sending in articles, stories, and pictures to the paper is one means of maintaining the solidarity of the Maritime crafts.

5. Wear the button of your Federation, we'll know who is who.

6. To all those Maritime workers whose organizations have not as yet ratified the Constitution of the Federation as adopted at the Seattle Convention, get off the fence and see to it that your union ratifies the Constitution as quickly as possible.

This paper will be one of our best defenses against those miser-able agents once present—and one of the best means of maintaining the solidarity of the Maritime crafts.

We must keep our members satisfied with just reading your Federation paper but make it very clear that every Maritime worker by sending in articles, stories, and pictures to the paper is one means of maintaining the solidarity of the Maritime crafts.

MEMBER 1934;

To Our Friends and Brothers in the Maritime Unions:

We wish to express our sincere appreciation for the defense you have orga-nized in our behalf.

We feel assured that Orga-nized Labor on the Pacific Coast will not permit us to be made victims of a frame-up, aimed to dis-credit our unions and im-diccate any weakness in our membership.

We face our coming trial with full confidence in the support and organized power you will muster to expose our accusers and enable us to return to the ranks of Organized Labor as FREE men.

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Fitzgerald, Stanfield, Johnson, Cambrelli, Buyle, Souza, Rodger, and Burrows.

The immediate confessions and release of Marcus and Scudder strongly indicated that they were involved in the frame-up of maritime companions and had played the parties of persons who were used as gun-pits for the interests behind the plot. Scudder's own brother openly repudiated him, and de-nounced his brother as a material informer of the police. Further investigation indicated that Marcus and Sullivan, who had a shady past and were a professional fraud and dupe, also lived in the same cells by certain employer groups. He was expelled from the Illinois Federation of the Pci-fic officially after his release from the Modesto jail. Scudder was not a member of the International In-dustrial Union and had been working on a day by day permit, pending admissions in the union.

By F. M. Kelley
Secretary-Treasurer

The First annual Conven-tion of the Maritime Federation of the Pacific Coast, re-peated the foundation for unity of the various among organized labor and is open to a long and much wanted need for the cooperation of Transportation and Maritime in the whole Pacific Coast.

It is designed to correct a situation which has existed for many years. It pre-sents a wonderful method of cooperation in the face of such difficulties as may manifest themselves and is also the background for the organized man who has been, unfortunately, quite helpless in his dealings with the dealings with the major-ity of the major shipping interests.

Organized labor in the shipping industry has demonstrat-ed its unity in the well-organized fight against the hard-fought strike in 1934, and is now further proving through the Seattle Federation its ability to stand up for its principles and its mission. It is not the communist or the political order that is here to stay. The slogan, "An Injury to One is an Injury to All," means exactly what it says. Each affiliated organization is small and illegal, and it has the support of the great Federation in get-ting its just demands. It is only by unity of action that any possibilities are brought to the front and eventually won. Therefore, it is the duty of every member of the Maritime Federation to re-member this slogan, because it is not an empty one. Through the "Voice of the Federation" it is intended to place before the affiliated organizations and their re-presentatives a multiplicity of thing which shall be of in-terest to them.

In order that the paper may be a success from the start, each and every member is asked for his coopera-tion. Read the paper, talk over the contents with your fellow members, and if you should have any suggestions or criticisms to offer, send them to the responsible party and I am sure that they will be appreciated. And a contribution to what an organization is only what its membership makes it.
To the Members of All Unions affiliated with the Maritime Federation of the Pacific Coast

By HENRY SCHMIDT

The Resolution of the Maritime Federation Convention

I. RESOLVES:

WHEREAS, it is clearly recognized that our great victory was consummated by a Coastwise Workers' Holiday in memory of these valiant brothers, each date to be July 5th of each year, and that no work be performed by seamen or workers of any Maritime craft union in port on this day;

It is time now to widely popularize this memorial day, to make all Maritime workers and the general public conscious of its meaning and of its importance. It is time now to plan in detail the celebration of July 5th in every port so that it will be a day worthy of our Unions, of our Federation and of the brothers who gave their lives.

I therefore call upon all District Councils of the Maritime Federation of the Pacific Coast to at once take the necessary steps together with committees of the affiliated unions to insure that the celebration of July 5th in every port will be a worthy day of our Unions, of our Federation and of the brothers who gave their lives.

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