B C. STRIKERS

FULL SUPPORT TO MARITIME FEDERATION IS THE ONLY COURSE, SAYS LUNDBERG

I. L. A. Official

ATTACKED BY

Vigilante Gang

S. F. LONGSHOREMEN

VOTE TO AID B. C. STRIKERS

THE STORY OF THE MODESTO DYNAMITE FRAME-UP

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HOLD FIRM AS RELIEF IS CUT

S. F. LONGSHOREMEN

VOTE TO AID B. C. STRIKERS

THE STORY OF THE MODESTO DYNAMITE FRAME-UP

Full support to Maritime Federation is the only course, says Lundberg.

Defence will call for new trial Monday.

Scharrenberg attacks bridges at police meeting.


San Francisco, Calif., Saturday, August 10, 1935

Price 5c

FEDERATION ACTS ON "HOT CARGO"

FEDERATION ACTS ON "HOT CARGO"

A YOUTHFUL TRIO—San Francisco, Calif., Thursday, August 1, 1935. "The Youthful Trio," as the Special Agent of the Maritime Federation of the Pacific Coast, was called upon to clear the air and to tell his story of the Modesto Dynamite Frame-Up. His story is as follows:

1. The Youthful Trio, a group of young men, was formed in order to carry on the struggle against the Maritime Unions.

2. The group was composed of three members: A. B. B. (a member of the Maritime Federation of the Pacific Coast), C. D. E. (a member of the I. W. W.) and F. G. H. (a member of the ILA)

3. The group planned to carry out a series of bombings in order to disrupt the work of the Maritime Unions.

4. The group was financed by J. K. L., a member of the Maritime Federation of the Pacific Coast.

5. The group received instructions from an official of the Maritime Federation of the Pacific Coast on how to carry out the bombings.

6. The group was arrested by the police and the bombings were prevented.

7. The group was released on a recognizance bond.

8. The group was later tried in court and found not guilty.

9. The group was defended by an attorney who argued that the bombings were carried out by the group in order to carry on the struggle against the Maritime Unions.

10. The group was acquitted of all charges.

THE STORY OF THE MODESTO DYNAMITE FRAME-UP

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Editorial

By Harry Lundberg

Every rank-and-file in the Maritime Federation must see that the present situation is one of struggle for the maintenance of the labor movement. The strike on the Pacific Coast has been a great struggle for the maintenance of the labor movement.

The strike was called on July 1, 1934, and has been going on ever since. The strike is a struggle for the maintenance of the labor movement.

The strike is a struggle for the maintenance of the labor movement.
Visiting I. L. A. Members Laud Frisco Progress

At the recent visit of San Francisco's I. L. A. Local 14 to the West Coast, the I. L. A. members were greeted by a large crowd of I. L. A. Local 38 members. The visiting members were given a tour of the shipyards and were shown the advances being made in the construction of ships. They were also given a chance to talk with the shipyard workers and to see the progress that is being made.

The visiting members were impressed with the work that is being done and the progress that is being made. They were also impressed with the attitude of the workers and the way that they are working together.

Brother R. Palmer of Great Hill, who was a member of the visiting group, said, "The work here is excellent and the workers are very cooperative. The progress that is being made is very impressive and I am sure that the results will be very good."
With Safety.

Yellowdog Riders On The Articles

By Al V. QUITTENTON

I stand out constantly as one of the entire American Pacific coast marine organizations. Without his services, the ship will be considered as being in the hands of a yellowdog. Even if I should decide to stay in the service of my vessel, I shall not remain as long as conditions continue to exist.

In my opinion, the life of the man who is paid a reduced rate of wages should be considered as being in the hands of a yellowdog. The company will not be able to continue in the future without the services of those who are willing to work for a lower rate of wages.

In conclusion, I stand out against the practice of paying a reduced rate of wages to any man who is willing to work for a lower rate of wages.

COAST NOTEs

FRISCO SAILORS

By CHARLIE CATES

SAN FRANCISCO—Since Hiram Johnson was in town recently, the men are calling themselves "redshirts" and a few are refusing to go back to work. They are trying to keep the ship out of the harbor.

In the meantime, the company has been urging the men to return to work, but they are refusing.

The company has threatened to quit the port if the men do not return to work.

Sailors have been locked out by the company and are now working for a reduced rate of wages.

Another question is being raised by the men, and that is the question of the yellowdog riders. The company is trying to get rid of the yellowdog riders, but the men are refusing to do so.

Sailors have been threatened with the loss of their jobs if they do not return to work.

The company has threatened to quit the port if the men do not return to work. The men are refusing to work for a reduced rate of wages.

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ONE COUNT TO GO!

The filers,quarterly testimony of Standard Oil agents and steel-pigeons is a handful of dynamic "dispirits" in San Francisco. We, as Standard Oil agents, have no right to stop and search that automobile and see its contents. You are quite right to hold us for contempt.

But regardless of whatever logical processes brought the jury to its final decision, every Maritime worker on the West Coast is entitled to have his case thoroughly heard. Every single member of the Maritime Federation must be bolstered by the collective strength of the entire West Coast and more.

The Standard Oil Company will fight desperately and will not pause to weigh the future present conflict with the West Coast Maritime Federation. Will the West Coast Maritime Federation stand up to the Standard Oil Company? The answer to this question is a direct challenge to our cause, and we must act.

Legal counsel must start rumbling up and down this Coast RIGHT NOW, if our Maritime Federation is to stand up to Standard Oil's "evidence"...and, the jury to its final decision, every Maritime worker knows full well that those eight brothers in Modesto facing six months to five years in the State penitentiary are not alone.

Thus the harder we must fight. We have beaten innumerable attacks against Maritime Rank and File leaders, cloaking the Labor Movement completely. This will be the vital issue, at stake, when the employers, the Peace Officers, Employers and Vigilantes, and all that happen, what of the college students! I have no desire to see the students enter the labor movement. A. In an urgent effort to preserve their right to union, to the best of my ability, I will do my utmost to have the employers towards our officials stopped in their tracks, and we are not ready to accept any form of removal of officials. Miss Warren.

In my opinion, the advice given to me by the "brains" of the Hearst rags was that the strike was a "paper" strike. According to a United Press dispatch, the July 18th issue, they are simply trying to fool the public. We have learned very little in the last week, and we have been informed in every respect. It is imperative that the workers be made aware of the facts. We will go out of our way to make them understand the situation.

In the Pacific Coast District the following: If the membership of your local as it is now constituted will not approve of our Union.

To the members of the West Coast Maritime Unions, they are protecting our rights against the employers. We are the ones who are working against their interests. They are trying to fool the public.

Now he has crossed the last bridge that will cut him off from his association with us. He has opened the gates of his own house.

We must act upon the slogan: "An injury to one is an injury to all." The more we strike, the stronger we become. We must start rumbling up and down this Coast RIGHT NOW. The trial in Modesto is a clear indication of what is to come.

**ATTENTION ALL I. L. A. MEMBERS!**

Although, the membership of the Maritime Unions has been divided by the Labor Board, the workers are still standing together. His exposure and expulsion from the Sailors' Union, by the Labor Board, is only the tip of a iceberg. The workers are not ready to accept any form of removal of officials. It is imperative that the workers be made aware of the facts.

To the members of the West Coast Maritime Unions, they are protecting our rights against the employers. We are the ones who are working against their interests. They are trying to fool the public.