Arbitration For Three Months
Winds Up With Offer Of Award
Totally Unfit For Consideration

Rank and File Committee Take Over Leadership
Disregard Deal and Fox

Faced with the alternative of accepting a five-inspired
phrase-decided award or going on strike, the Ferryboatmen
of Seattle are called to a momentous decision. The
strike, which began as a protest against the appointment of
Capt. John R. Deal, chairman of the Seattle-Ferryboatmen
Committee, to the post of manager of the Seattle, Bremerton
and East Bay route, has now entered a critical phase. The
contract, which was to expire on January 1, 1936, was
recently ratified by the Seattle Ferryboatmen's Union
and the Marine Engineers' Beneficial Association. The
strike, which was launched on August 1, 1935, has now
lasted for three months.

The strike was called on August 1, 1935, after the
Ferryboatmen's Union and the Marine Engineers' Beneficial
Association failed to reach an agreement on the
terms of the contract. The strike was called on the
grounds that the new contract was unfair and
unjust.

The strike has now lasted for three months and
the situation is critical. The Seattle Ferryboatmen's
Union and the Marine Engineers' Beneficial Association
have failed to reach an agreement on the terms of
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“VOICE OF THE FEDERATION”

While I am aware of the activities of the T. H. "Dough" Meyers Party of San Fran-

DICS, I am also aware of the actions of the National Guard in other parts of the country.

The National Guard has been used in other states to suppress labor strikes. This is a

clear violation of the First Amendment to the Constitution of the United States, which

guarantees the right of free speech and association.

I urge all workers to be vigilant in their support of the labor movement and to resist

attempts to suppress labor rights.

HARRY LUNDBERG

President of the Maritime Federation of the Pacific.

I call your attention to a recent communication which appeared in the San Francisco

Chronicle on November 10.

The communication, which was unsigned, was written by the editor of the Chronicle.

It was addressed to the members of the San Francisco Maritime Federation, and

urged them to support the efforts of the M. L. L. (Maritime Labor League) in their

struggle for better working conditions.

The communication was signed by the names of several prominent San Francisco

newspaper editors.

I am enclosing a copy of the communication for your information, and urge you to

consider the issues raised in it.

HARRY LUNDBERG

President of the Maritime Federation of the Pacific.
For the benefit of those who think that Shanghai ing is a bad pastime, we publish the following account of an amusing experience, written by George A. King, P.T.

I could have and got my nerve from that same P.T. whom I had not been in touch with for a long time, and I wanted to see him. I had received a letter from him, saying that he had left his ship and was going to the United States. I decided to go to Shanghai to see him. We had been friends for a long time.

I arrived in Shanghai just as he was leaving for the United States. I tried to reach him, but he had already left. I found out that he was going to take a ship to Hong Kong. I decided to follow him and try to meet him on his way. I caught the first ship that left Shanghai and arrived in Hong Kong.

The ship was a small one, and there were few passengers. As I approached the pier, I saw a figure standing on the dockside. It was my friend. I called to him, and he turned to look at me. I climbed into the boat and we started for the ship. I told him that I was there to see him, and we had a pleasant conversation.

In the evening we went to a popular restaurant and had a good meal. We talked about old times and our future plans. We parted with a smile, and I left the ship. When I arrived in San Francisco, I was told by my friend that he had come to see me.

It was good to see him again, and we had a pleasant visit. We discussed our plans for the future, and I promised to meet him again in San Francisco.

In summary, my experience in Shanghai was amusing and enjoyable. I met my friend, had a good meal, and had a pleasant conversation. I hope to see him again soon.
job action. Action on the job is the best way to demonstrate the justice of your cause. Moreover, the ship must be stopped before it can go to sea, and the crews must be organized. Getting action on the job temporarily prevents the ship from leaving the dock.

Many men were involved in the strike of 1919, but it is not clear who organized it and how long it continued. The strike caused a great deal of controversy, with some union members feeling that it was an unnecessary strike that hurt the workers, and others believing that it was necessary to protect their interests.

The strike ultimately failed, and the workers were forced to return to work. The effects of the strike were felt for many years, with some workers experiencing discrimination and harassment from their employers.

In conclusion, the strike of 1919 was a significant event in the history of the labor movement. It demonstrated the power of workers to organize and take action to improve their working conditions. It also served as a reminder of the challenges faced by workers in the face of opposition from employers and the government.
ABERDEEN

Buster's Drug Store
425 E. Washington St.
Lille 2. Land.

SAN PEDRO NOTES

The vessel had been. It is a common practice of the ship owners to bring in old finks back to work. We believe that West Coast men in the Gulf will help to bring the old finks back. At the beginning of the month, a call was made to bring all mates and engineers who finked during the strike. The following are the names of the members that the entire ship owners wish to work.

**APPROVAL**

The members that the entire ship owners wish to work. It was the opinion of the members that the entire ship owners wish to work.

The meeting adjourned at 11:10 a.m. The rank and file was called in the sailors' union.
A Farker's Last Stand

IF THERE were such a thing as a "Laborer's Farker's Handbook," it would undoubtedly contain some such paragraph as this.

"If a union member on the East Coast is laid off, he will either go on strike or join the movement already in existence."

The Farker's Handbook was issued by the women of the West Coast to inform laborers of the situation in the East. It was sent to the wives and children of laborers who had been laid off and urged them to take action to support their families.

The commentary is a reflection on the struggle for workers' rights and the importance of solidarity in the face of economic downturns and layoffs. It highlights the role of family and community in supporting each other during times of need, and the importance of organizing and acting collectively to improve working conditions and wages.

In the context of the text, the Farker's Handbook serves as a reminder of the ongoing struggle for workers' rights and the need for continued solidarity and action to address the challenges faced by workers. It underscores the importance of organizing and acting collectively to improve working conditions and wages, and the role of family and community in supporting each other during times of need.

The text also highlights the broader historical context of labor struggles and the importance of organizing and acting collectively to address the challenges faced by workers. It serves as a reminder of the ongoing struggle for workers' rights and the need for continued solidarity and action to improve working conditions and wages, and the role of family and community in supporting each other during times of need.