MILITANT EAST COAST SEAMEN STAND STILL IN SILENT PROTEST

IN SPITE OF OBSTACLES GULF FEDERATION FORGES AHEAD

Shipowners and Rejectionists
Officials Opposed To Maritime Federation; Revote Charters

President Mers Confident of Success

On May 13th, 1936, the Maritime Federation of the Pacific, which represents seamen on the West Coast of the United States, is a powerful organization that is opposed by shipowners across the nation. The federation is supported by the International Longshoremen's Association, which represents longshoremen across the country.

The federation is opposed by shipowners because they believe it will give workers too much power. The federation is also opposed by the International Federation of Shipwrights and Shipbuilders, which represents shipwrights across the country.

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STATEMENT BY EARL KING ON HUNTER-ONEILL

By EARL KING

On Friday, April 1, a man named Hunter-Onileen came to me and said that he was going to the February 24th meeting of our Progressive Club. He said that he would like to talk about some of the problems that were facing the city, and he wanted to know if he could speak at the meeting.

I agreed to have him speak, and he made a speech that was very impressive. He talked about the importance of having a strong government, and he said that we should try to make the city better.

I was very impressed by his speech, and I think that he would be a great addition to our club. I hope that we can have him speak more often.

Seale.
SAN FRANCISCO

BETT BEST PLACE TO EAT ON THE WATERFRONT

COOPERATIVE

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DEAR BROTHERS:

I am a steady reader of your 'VOICE' and am a member of the International Longshoremen's Association, Local No. 38-79, ILA, San Francisco, Calif. I am writing to your further information concerning the sufferings of the seamen and the instant demands for fair treatment of the seamen on our part.

I am flattered at this moment that the 'VOICE' is well taken care of under the superintendence of Carl Lynch, editor of the 'VOICE'.

I have gained the confidence of the men and ship them.

I wonder who is at that address?

April 7, 1936

T. E. O'Brien, President

THE MINT

100% UNION

423 E. Wishkah St.

Aberdeen, Washington

 habits, which I was reading and ship them.

The "rat Lewis Factor" who would proceed at once to beat up men should keep his defenses up. Without any cost to you, during the strike literature over to the powers in office, who, realizing this fact, and ship them. The "cops" arch enemies of organization, a thing. By advocating two distinct policies in the industrial arena.

The "rat Lewis Factor" who would proceed at once to beat up men should keep his defenses up. Without any cost to you, during the strike literature over to the powers in office, who, realizing this fact, and ship them.

Carl Lynch, editor of the 'VOICE'.

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VOICE of the FEDERATION

FRISCO SAILORS

Regular order of business was taken up at the meeting of the Stockton Local of the International Seamen's Union, held at 119 First Ave. SEATTLE, Washington, on May 25, 1918.

Mr. Robert Miller, President of the Stockton Local, called the meeting to order.

The minutes of the last meeting were presented by Mr. Robert Miller, and adopted.

The President then read the special report of the City Finance Committee, which showed that the City of Stockton had approved the amount of debt for the current year.

The Secretary read the report of the Committee on Education, which showed that the local was making good progress in its work.

The President then called upon Mr. John Jones, who presented a resolution in favor of the extension of the local's jurisdiction to include all the seaports on the West Coast.

The resolution was adopted by acclamation.

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EDITORIAL . . .

Mr. Roper . . .

Really a Favor

When an American citizen trat up to the ocean, the crew promptly went on strike. The Italian police appeared and informed the strikers they must either go back to work or be jailed.

This apparently is the thought behind the Roper insistence that the striking members of the San Francisco docks must be tried on "Mutiny" charges, which he covers up by bringing in the old dirge of "safety of life at sea," but he is not a sailor and in no way concerned about passenger safety, ship and cargo.

Throughout the years, Roper has been the bitter opponent of "safety of life at sea." He has done everything in his power to defeat the union which only BENEFITED THE homemaker, the worker, the citizen. He has tried to split, to separate, to divide, to confuse, to mislead, to be the "saboteur" of anything which is for the benefit of the majority.

In many cases, payment of $200,000 for a woman's life, and the right of self-government, is the only solution to the present discontent among the maritime transportation industries of America.

Ferry Boats DOomed

San Francisco Bay ferry boats within a few months will be no more. The Blue-line little ships that have plied between city piers for a century and a half, are to be replaced by the modern, numbered vessels of the Red Line. They must seek other employment. For with the opening of the two tunnels there will be little fare for ferries.

The State Railroad Commission this pronouncement has marked the end of a long battle. The Northern Pacific and the Key Route companies a permit to operate rail ferries over the San Francisco-Oakland bridge up its opening.

Bay commuters under this plan will save a few minutes of their daily travel. The fare has doubled, the rate of the unemployed will be increased by hundreds of men of the abandoned boats.

"An Injury to One . . ."

All labor organizations, particularly those engaged in the Maritime groups are the injured ones by the maneuverings of the onshore coast. which have filled suit against the United Lines of the Pacific, Marine Fire, and W. Aem, and the Marin Co and Stewards Association.

This fight is by them not for the mere select group of workers but for a group to whom they can dictate to and subject, just as a million of other workers. To overcome the confidence and complete dictatorial is all the shipowners ask.

The solidarity of the organizations comprising the Maritime Federation of the Pacific is well shown by the resolutions passed at various union meetings, in condemning such action and demanding their applicability to create this state of chaos.

Let us stick together.

YOU FARK Your Car

E. J. Sammons EASTSIDE
58 Embarcadero

When You Park Your Car

Meals All Day

Longest Bar in Town

9th & HOWARD Super Service

UNION GARAGE

Look for
This Union
Garage
Card

Send a Subscrition to Your Folks or Friends
I WANT THE "Voice of the Federation"

Enclosed is my copy check - 

the amount of . . .
$2.00 for 1 year Subscription . . .
$1.50 for 6 months Subscription . . .
$1.00 for 3 months Subscription . . .

My Name is . . .

Address is . . .

Making it possible for you to get the Martin Federation daily.

WEED'KEND

TUESDAY . . .
APRIL 24

Dreamland
Post & Steiner, S. F.

"WAR IS A RACKET!" says GENERAL SMEDLEY D. BUTLER

NEW UNIONS

ENCOURAGED (Continued From Page 1)

6. AMERICAN MEAT WORKERS

ON THE CONTRACT-

LUNDENBERG

(Continued From Page 1)

SEAMEN'S 'ACT'

MOONEY-BILLINGS

WHAT if we had stood in line from morning to early morning in order to get our tickets? And if we had waited in line from 7:00 a.m. until 4:00 p.m. for tickets on the ship's home away from home? And if we had to pay $4.50 for the tickets because the "official" tickets for the ship are $4.50 more for the"official" prices?

The people who think they are getting a ticket for $4.50 when they pay $4.50 for the ticket are not getting a ticket for $4.50, but are paying $4.50 for a ticket which will cost them $4.50 more than the official price.

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