As this goes to press the opening shots in the new war of maritime labor have been fired. As the Senate Commerce Committee began hearings on the Cordova case in the Capitol, Bill 3954 set in the background, and existing radio laws. It might be said that the largest of all radio corporations today, the American Radio Telegraphists Assn., had its origin in a struggle against the S. L. Federation, and the I. S. U. in the Pacific industry. In the North Pacific, with talk of a Federation of the Gulf coast, many of the men on the water are trying to get away from the I. S. U. and put their trust in the maritime labor.
Why the Shipowners Fight Against a Congress-Ordered Investigation

In 1930, the net income of the Matson Navigation Co., at $5,929,029, was the highest on record and exceeded the 1920 net income by $125,645. This increase was due to the fact that the Matson Navigation Co. had not taken any losses in the depression, and that the company's business was not affected by the decline in shipping. The net income for the year was $1,000,000, or $152,645 above the 1920 net income.

This increase helped to prove the point that the Matson Navigation Co. was a successful company, and that the company's business was not affected by the decline in shipping. The net income for the year was $1,000,000, or $152,645 above the 1920 net income.

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I would like to say a few words for the Federation officials. That we have Scharrenbarg, (Mender morally, financially, physically), and the Shipping Board Bureau will have that unbeatable united front. Afterwards, I wish to illustrate this point to those who hire them. As far as the press is concerned, I wish to illustrate this point to those who hire them. As far as the press is concerned, we have very little sympathy towards the press. We know that we have very little sympathy towards the press. We know that we have very little sympathy towards the press. We know that we have very little sympathy towards the press. We know that we have very little sympathy towards the press.

Editor:

San Pedro, April 20, 1936.

Henry C. Englehardt

To the Editor:

Dear Sir:

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Henry C. Englehardt

To the Editor:

San Pedro, April 20, 1936.

Henry C. Englehardt
FRISCO SAILORS
All bands in the Will-Michie fleet started off with a long, expressively analytical' order of business. The results of the ballot of May 11 question which positions could be filled in the new contract. The vote was 275 to 100 in favor of a 10 percent increase in wages for all members of the band. The strike which was very badly followed by the sailors in the Will-Michie fleet resulted in a large number of members being discharged. The strike which was called by the Will-Michie fleet was settled by the Will-Michie fleet.

PATROLMEN
The Patrolmen of the Will-Michie fleet have been called to the attention of the Will-Michie fleet. The Patrolmen of the Will-Michie fleet will meet on Monday, June 20, at 8 p.m., at the Will-Michie fleet, for the purpose of discussing the Will-Michie fleet.

FRISCO L.A. NOTES
From the convention of workman of Wednesday, April 26, other agreements were made which should be of interest to the members of the Will-Michie fleet. The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet which is going to have to make a decision on the Will-Michie fleet. The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet.

BOAT CAPTAINS
The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet which is going to have to make a decision on the Will-Michie fleet. The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet. The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet.

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The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet which is going to have to make a decision on the Will-Michie fleet. The Will-Michie fleet is going to have to make a decision on the Will-Michie fleet.

EMERGENCY CONVENTION
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GULF NOTES
Galveston, Texas, April 26, 1936. N. J. Mitchell, manager, of the Galveston, Texas, is going to have to make a decision on the Galveston, Texas, which is going to have to make a decision on the Galveston, Texas.

PORTLAND NOTES
An agreement between the Portland, Oregon, and the Seattle, Washington, was signed on April 26, 1936. The agreement was made by the Portland, Oregon, and the Seattle, Washington. The agreement was made by the Portland, Oregon, and the Seattle, Washington. The agreement was made by the Portland, Oregon, and the Seattle, Washington.

“Sailor’s Paradise” will be available for attempts to accomplish the demand created by the Portland, Oregon, and the Seattle, Washington.

A new local for activities of the Portland, Oregon, was opened with a three-day celebration May 14, 15 and 16. The Portland, Oregon, was opened with a three-day celebration May 14, 15 and 16. The Portland, Oregon, was opened with a three-day celebration May 14, 15 and 16.
VIGILANT SHIPWRIGHTS LEGION
THE COPELAND BILL, 3954

(Continued from Page 1)

Perhaps that applies also to those who are the "movers and shakers" of the 7½ hour day movement. But even more than that, we shall not be content with the idea that the 7½ hour day movement is a "movers and shakers" movement. It is a movement which is gaining in strength, and the power of the "movers and shakers" is not enough to control the situation. For that reason, we shall continue to fight for the 8 hour day, and we shall continue to fight for the 7½ hour day, until we have won it for the workers.

We shall continue to fight for the 8 hour day until we have won it for the workers. We shall continue to fight for the 7½ hour day, until we have won it for the workers.

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