LUNDEBERG CRITICS IN SIZZLING STATEMENT ON STRIKE

"An Injury To One Is An Injury To All"

SAND FRANCISCO, CALIFORNIA, THURSDAY, JANUARY 14, 1937

Price 5¢

Build for a National Maritime Federation!

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Page 2

STRIKE PEACE HOPE FAILING

Legislature Expected To Act On Standard Oil Frameup Of Modesto Boys

ASSEMBLY GETS NEW RESOLUTION ASKING ACTION

Shrummer’s Persuay to Get Thorough Investigation by Solms

POLICE QUIZED

Ojo Finally Gets Busy In Racket Labor Case That Rocked Dock

ODC QUIZED

GOLIC Quized

PUBLIC ENEMIES Nos. 1 to 39

Most America’s Public Enemies from Number One to Number Thirty-nine. No, they are not in Alcatraz, nor are they ever under arrest. But these 30 stockholders in the American-Hawaii of the Matson and Dollar Lines have finally agreed to end the maritime strike despite the fact that they represent only three companies and 37 other shipping firms stand ready to sign on the dotted line.

They come from Nob Hill, they include Harry Chandler and his son of Los Angeles Times fame, the most reactionary, labor hating newspaper in the United States, in no small part. We may introduce it to you, the public, the man who keeps the lockout go-

No one has the right to do things on a strike basis that are against the public interest, and as the United States Supreme Court has declared, any no-strike obligations of a most momentous sort are enforceable in every State in our Union. It is ridiculous, therefore, that the Lockout Committee in our city should not have continued its operations. The nineties were a time when capital was everywhere meeting the labor movement and the public interest.

MASON NAVIGATION CO.


MEETING CALLED

WASHINGTON (P.P.)--W. W. Budge, the elected president and business manager of the Mason Navigation Company, met here today to discuss the future of the company, and to appoint a meeting of all the members of the union.

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GLENN SKOGMAN

I. A. C. CHIEFS DISCUSS STIKE PROBLEMS WITH STEAMSHIP HEADQUARTERS

On Monday, January 31, 1937, at 11 a.m., the International Longshoremen's and Warehousemen's Union (I.L.A.) Executive Board was scheduled to meet in the offices of the Pacific Coast Labor Board for the purpose of discussing the problems of the I.L.A. with the representative of the steamship operators.

The meeting was called to discuss the following points:

1. The position of the I.L.A. concerning the strike.
2. The willingness of the steamship operators to negotiate.
3. The possibility of an agreement being reached.

The meeting was attended by representatives of both the I.L.A. and the steamship operators. The I.L.A. representative stated that the strike would continue until a satisfactory agreement was reached. The steamship representative stated that they were willing to negotiate but that they would not make any concessions until the I.L.A. agreed to a settlement.

Following the meeting, the I.L.A. Executive Board announced that repairs would be made to the I.E.A. as was necessary before the time the steamschooner operators, it should be said that both the I.L.A. and the steamship operators have had every opportunity to be present at the meetings of the Executive Board and that neither side was ignored in any manner.

The I.L.A. Executive Board also stated that the strike would continue until a satisfactory agreement was reached.

On Sunday, February 1, 1937, the I.L.A. Executive Board issued the following statement:

"The strike is continued until a satisfactory agreement is reached. The members of the I.L.A. are urged to continue their activities in the strike and to support each other in the struggle for a just settlement."
United Clothing Co.

ENTERTAINMENT NIGHTLY
BLUE BELL

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The Justice of the Cause

The following editorial is printed in the Voice of San Francisco because the editor believes it explains the situation clearly.

The reasons why the shipowners refuse to meet the demands of the union are many. Most of us have heard the arguments before, and not all of us believe them. The following editorial is printed in the Voice of San Francisco because the editor believes it explains the situation clearly.

We come out of the same Door as I went in, and any child that will see the folks in the tugboats or out of the harbor, or on the busy wharf, will understand the meaning of the word struggle. Many people, and especially those who are not familiar with this business, hear the word 'struggle' and they think of the workers who toil in the various industries. But the struggle is not only for wages, but for the right to work.

The shipowners were established. Let us go back to the period just before unionism. Mr. John Sparlike, who owned a steamship company, including the longshoremen, with the union hiring hall, they secure; they know that they will get a job, and they know that they have the right to work. The shipowners are not interested in this, they are not interested in the conditions of the workers. They are not dependent on the likes and dislikes of the employers.

The following editorial is printed in the Voice of San Francisco because the editor believes it explains the situation clearly.

The shipowners will answer this by saying—"Very well, we have no control over the union and we are not responsible for what they do."

The shipowners want to save the money they will be paying to the union, and they want to keep as much of the money as possible for their own use. They do not want the public to know it. They want the public to believe that the union is only interested in the workers' welfare, and not in the employers'.

The shipowners have not given up the struggle. They are still fighting against the union and its demands. They believe that they will run their ships better, more safely, by doing this, the Ward Line through the officers in command and with less loss of life if they are allowed to select the men they want. They make this statement, and the shipowners do not want to meet these demands.

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The Chairman: I am going to stipulate, Mr. the FED- "Mr. Harry R. Bridges,tor of the VOICE of the FEDERATION. Are going to be responsible for is not here yet, but we will send the procedure. That statement has and publicity ... Progressive Miners' group, United communication not been forwarded. members of the editorial board, MR. BRIDGES: As I am

VOICE of the FEDERATION Page Five
I want to be fair and impartial.

...of order, Mr. Chairman.

...the only evidence I have in the there is graft between the Ed! -

...testimony, I have no records. The Sailors' Union?

...agreed to. or "stealing" or anything else. At

...Page Six VOICE of the FEDERATION

...says "certain members," All right, the ruling, in my opinion. been checked as to their authete

...that should be satisfactory to us. going to let the Editorial Board

...going on between the Editorial

...his evidence yet, him one question in regard to the

...Mr. FISCHER: Mr. Chairman,

...MR. BRIDGES: Mr. Chairman,

...MR. FISCHER: Mr. Chairman,

...MR. BRIDGES: Mr. Chairman,

...MR. FISCHER: The point of

...I want that shown. O'Grady a part of the Board. Pacific was receiving 500 free IS.

...THE CHAIRMAN: Absolutely- show me any case tried in any

...M.RILEY: Somewhere HE CHAIRMAN: Just con-

...THE WITNESS: A. Either Oc-

...A. I started keeping books. for

...Q. Will you state at this time

...Q. She . said she had spoken

...Q. She said she had spoken

...THE CHAIRMAN: Yes.

...THE WITNESS: A. I started keeping books. for

...Q. He is outside knowledge" this time.

...the power to call that party. Now, forged references with his appli-

...THE CHAIRMAN: I want to ask

...THE WITNESS: A. Yes, as far as I knew, to be allowed to talk.

...THE CHAIRMAN: I want to ask

...THE WITNESS: A. Yes, the end of July, the

...THE WITNESS: A. Since July.

...THE CHAIRMAN: The first

...THE WITNESS: A. Yes, as far as I knew, to be allowed to talk.

...THE CHAIRMAN: I want to ask

...THE WITNESS: A. Yes, as far as I knew, to be allowed to talk.

...THE WITNESS: A. Oh, no.

...THE WITNESS: A. Absolutely the opposite , M.
A: I believe it was probably the last week of July.

Q. And at that time, when Miss DeVel's duties were finished, were you still in effect for the Voice?

A. Yes.
MR. FISCHER: I will answer another question, the question of the pay roll.

Q. Did you know that the pay roll was cut at the time that the strike was about to be settled?

A. That is a question of which I have no knowledge.

Q. You are now a member of the editorial staff of the Voice. Was it correct that you came to the Voice at the same time as Mr. Bruenn, Mr. Schrimpf, and Mr. Mayes?

A. I do not know that.

Q. You have been associated with the Voice for some time now. I want to ask you about the handling of the distribution of the Voice. You have been asked to come there, and I want to know how you became the handling of the distribution of the Voice.

A. I have been asked to come there, and I have been told that I was to be circulation manager in the Voice.

Q. You were asked to come there to be circulation manager?

A. Yes.

Q. You were asked to come there to be circulation manager?

A. Yes.

Q. You were not asked to come there to be circulation manager?

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Q. You were not asked to come there to be circulation manager?

A. No.
CRUSHING REBUBE
Handed Mayor By United S. F. Labor

Once more, the American public has been told the real facts of a sit-down strike situation created by Mayor Angelo J. Rossi's attempt to force President Roosevelt to assume the role of strike-breaker. In a nationwide broadcast Thursday night, President Roosevelt told the American people that the San Francisco strikers were fighting to keep the ship of national economy afloat, and that all idle workers should stand by the strikers to prevent the strike from breaking up the nation's commerce.

TELETEFROM EAST PROVED PHONEY

According to the telegrams received by the Maritime Federation's executive secretary, John O'Brien, chairman of the Boston Striker's Committee, the strike on the East Coast shipyards was not broken up, as reported in a Wednesday night telegraph.

ROSE EXPLOD
The San Francisco Labor Council has denounced as all the machinery workers in a nationwide resolution was endorsed by the San Francisco labor council, and it was adopted by the San Francisco labor council as a whole.

It was one of the most strongly worded denunciation of the labor council and it was supported by the San Francisco labor council and the San Francisco labor council.

It was the San Francisco labor council and the San Francisco labor council.

But almost at the same moment, the San Francisco labor council, with the effect of telling the American people that the strike was broken up, was doing nothing more than urging the public to support the strikers.

In his broadcast last Wednesday, Mayor Rossi said: "There can be no doubt that the strike is a threat to national economy, and if this strike was broken by force, it would be the most tragic event in the history of the United States." But Rossi did not add that he was working to prevent the strike from breaking up the nation's commerce.

In a nationwide broadcast Thursday night, President Roosevelt told the American people that the San Francisco strikers were fighting to keep the ship of national economy afloat, and that all idle workers should stand by the strikers to prevent the strike from breaking up the nation's commerce. Roosevelt told the nation that the San Francisco strikers were fighting to keep the ship of national economy afloat, and that all idle workers should stand by the strikers to prevent the strike from breaking up the nation's commerce.
Covering San Pedro
By Joseph O'Connor

The writer thinks it is nothing short of miraculous the way our little town, San Pedro, keeps growing. San Pedro's population has doubled in the past several years, and the town's infrastructure has expanded accordingly. Only a few years ago, San Pedro was a quiet town with a few thousand people. Now, it is a bustling community with a population of over twenty thousand.

San Pedro has successfully re-established itself as a major shipping port. The town has become a hub for trade and commerce, with numerous companies setting up shop in the area. The number of brick and mortar businesses has increased, and the town is now home to a variety of industries.

The town council has been proactive in its efforts to maintain a clean and safe environment for its residents. San Pedro has established several community gardens, and the city is working on a plan to create a network of bicycle paths.

San Pedro has also become a popular destination for tourists. The town's historic pier, the San Pedro Museum of History and Science, and the San Pedro Streetcar Line are just a few of the attractions that draw visitors to the area.

Despite its growth, San Pedro has managed to retain its small-town charm. The community is known for its strong sense of identity and its commitment to preserving its heritage.

We encourage you to visit San Pedro and experience the town for yourself. There is much to see and do, and we believe you will be impressed with the town's vibrant energy and unique character.

Editorial Board Report

No Agreements

To receive a voice or a majority interest in the M.P.A.W., we always have taken a vote by any agreement that was made in the M.P.A.W. It is understood that the M.P.A.W. is an agreement that was made in the M.P.A.W.

We have always gone down the M.P.A.W. and have found that the agreements are made in the M.P.A.W.

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The agreements are made in the M.P.A.W.
Zito/1day of each month at 2 P. M.,
Ban Pedro, Calif.

Ladles Auxiliary No. 7, I. L. A.,
St., Aberdeen, Wash.

Mrs. L. Baker, Treas.,

Soren Wissing, 605 Beacon St.,
Portland.

Pocket-T. H.
T. Redmund, Agent - Thursdays

Chas. Delaney, Bus. Mgr., Gar.

Jack Creary, Business Agent

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T. Redmund, Agent - Thursdays

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Chas. Delaney, Bus. Mgr., Gar.
G. M. Can Give Big Wage Raise, Still Make 11 Per Cent

COASTAL LABOR GROUPS BATTLE FOR PROGRESS

San Francisco Leaders To Address Conference At Capitol

SACRAMENTO—Four—.blogspot.com

San Francisco leaders of the labor movement have been invited to address the conference on labor-management relations at the University of California at Berkeley. The conference is to be held on January 12.

The conference is being held in conjunction with the California Labor Federation, which is sponsoring the meeting. The conference will bring together representatives from all parts of the state to discuss the problems of labor and management relations in California.

PLEA FOR SKEINS

A. Ross, mayor of San Francisco, in his address to the conference, said that the city was facing serious problems in the labor-management field. He urged the leaders to work together to solve these problems.

“Governor Rossi”

Angelo Rossi, mayor of San Francisco, by the grace of the labor and a misguided electorate, at last has broken out his true colors.

Delivering a radio address Tuesday, Jan. 5, Mayor Rossi assailed Harry Bridges, longshoremen’s leader and a national figure in the Maritime Federation now engaged in the West Coast, Gulf and Eastern ports. Personal ambition, Mayor Rossi declared, was blocking settlement of the strike.

“Bridges is dangerous,” Mr. Rossi said. And Mr. Rossi is an honorable man.

G. P. Thompson, shipowner for the ship owners has publicly applauded Mr. Rossi’s stand. It should not be necessary to say more. When Plant applies, the stonemen may demand another about the east. Rossi plays the ship owners game. He says not a word about the shipowners refusing to continue agreements in effect since 1924, with increased wages for thousands of men and millions of dollars put in the channels of San Francisco Bay. Not a word about the better living conditions that Lundenburg, Bridges, Bateman, Fisher, O’Grady, and many other leaders of labor are enjoying.

So it is necessary to analyze Mayor Rossi’s stand. In 1938 California gave to the polka to select a governor. Not that California governors have succeeded themselves. The slightest bewilderment, and joyously ignorant gentlemen who now graces the gubernatorial chair will desire to return or be returned to private life, to give him whole time to the management of his wife’s real estate business during the depression years, no doubt.

In 1938 the Republican party, with the back to the wall will have to select an exceptional candidate for war against the Democratic standard bearer. He will have to be a man who has captured the public imagination. What type of man could he be? For Major Rossi to be the Coolidge of the West Coast, “Coolidge broke the policeman’s strike,” the nation was told. “Rossi saved California from the Communists on the waterfront” we will be hearing in 1938.

Mr. Rossi is a registered Republican. As mayor of San Francisco he knows that in 1938 it will be the turn of the gentile, the Jewish, the Irish, the Catholic, and the Protestant to pick their candidate. Merriam is from the south. Rossi is from the north. Rossi is a good man. Rossi is a very good man. Rossi is a Connecticut Yankee in Philadelphia.

Angelo Rossi plays the shipowners game. The American, Hawaiian, the Dollar Line and the Matson Navigation Co. are two of the companies which have not placed any worker aboard their vessels for the last two weeks. Total deductions which, prevent peaceful relations or “stoppages.” amounted to weeks pay period. Total deductions amounting to weeks pay period. Total deductions amounting to weeks pay period.

PROTEST PICTURES

Among the bills already presented to the Conference are proposals for the enactment of other bills protecting workers’ freedom. An act providing for the abolition of the criminal syndicalism act and a law providing for the abolition of the criminal syndicalism act are among those expected to be presented to the Conference.

Emphasis will also be placed on the introduction of bills protection of labor and progressive groups in the state.

The unions would be halted; the living standards of many workers would be lowered. The City and County of San Francisco, the Department of Labor, and the Board of Education have been invited to attend the meeting.

LARGEST FISH

Eleven Per Cent to Stoe

Unions Made By Company

General Motors Corp could not in all conscience refuse to pay an 11 per cent increase. Few are other than the still-born. In 1936 volume of business would be about $120,000,000. But the 11 per cent wage increase is only a start on the right road. The shipowners, shipowners, and shipbuilders have been expecting an increase of 10 per cent on the coldest.

If General Motors boosted its wages, it would be in a position to meet the demands of its workers. It’s time the shipowners, shipowners, and shipbuilders demanded a larger than in 1929, General Motors, a form of $45,000,006 in 1936. In addition, General Motors owns 10,000,000 shares of General Motors Corp could be sold in the open market, and in bad times, the shipowners, shipowners, and shipbuilders have been expecting an increase of 10 per cent on the coldest.

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