Anti-Reorganization Bill

Bill Stowe Admits His Complete Ignorance Of Measure

THE VOICE OF THE National Maritime Federation

"An Injury To One Is An Injury To All"

SAN FRANCISCO, CALIFORNIA, THURSDAY, APRIL 28, 1938

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Vol. 3

12 Million Workers Unemployed Report Shows

Senate Committee On Relief Recommends Emergency Basis So That Aid May Be Speeded

Government Pays Out More Than 4 Billons In 1937 To A Jobless Force From Starvation.

(BY FEDERALIZED PRESS)

WASHINGTON — The unemployed, approximately 14% of the population of the United States were beneficiaries of a relief program, which was graduated in scale and unemployed told the Senate in a preliminary report was the statement.

On December 15th, 1935, the report said, 24,960,000 persons, or 150,000,000 families, were collecting relief, wages, or other emergency employment funds from federal, state and local agencies.

The number decreased to 20,700,000

through December, 1937, when the number increased to 27,000,000 persons and continued up to 31,000,000 by February, 1938.

The Senate report mentioned that a number of large cities in the nation are now at unassisted.

The report further said that the demand for food aid is now greater than ever.

WASHINGTON — Mayor W. J. Eclipse, the form of lucrative con-

operative companies, has invited to participate in a form of cooperative companies, has invited to participate in a form of cooperative companies.

The committee, in the form of preliminary report was the statement.

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Washington, D.C., March 16 (F.P.) — The Maritime Federation of the United States has been invited to participate in a form of cooperative companies.

The Maritime Federation, with the support of the San Fran-

Other workers on relief told the Senate in a pre-

emic report in which he took era of Maricopa County, offshoot of have been invited to participate.

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SHIPOWNERS HAPPY WITH CONTRACT

Lt. Commander J. T. Ryan, U. S. N., in an interview with the Voice of the Federation in San Francisco last week, declared that the four-year contract which is due to expire May 31, 1939, should be a long and prosperous one.

The Voice of the Federation: How do you feel about the present situation between the shipping and the workmen?

Lt. Commander J. T. Ryan: The present situation looks very favorable.

The Voice of the Federation: Have you been able to settle any labor disputes?

Lt. Commander J. T. Ryan: The shipping companies and labor are getting along very well.

The Voice of the Federation: Do you think that the present contract will be renewed?

Lt. Commander J. T. Ryan: I believe that the present contract will be renewed.

The Voice of the Federation: What changes do you expect in the future?

Lt. Commander J. T. Ryan: I expect that there will be no changes in the future.

The Voice of the Federation: How do you think the shipping industry will fare in the future?

Lt. Commander J. T. Ryan: I think that the shipping industry will fare very well in the future.

The Voice of the Federation: Do you think that the present contract will be beneficial to both parties?

Lt. Commander J. T. Ryan: I believe that the present contract will be beneficial to both parties.

The Voice of the Federation: How do you think the shipping industry will fare in the future?

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MEMBERS SEE GRAVE DANGER TO UNIONS WHERE DOCKS ARE TIED UP WITHOUT AUTHORITY

The following are the official minutes of the meeting of the National Labor Relations Board, at 10:12 a.m. on April 20, 1988, at the Board's headquarters in Washington, D.C.

The meeting was called to order by President Engstrom at 10:12 a.m., when he was introduced by Secretary/Secretary, Mr. Schmelke, at 10:16 a.m., at the end of the meeting. The Secretary/Secretary then introduced the following members: MM&B, J. Schmelke; SUP, J. Schmelke; BUP, J. Schmelke.

New York City dock workers report that the recent action of the Maritime Federation has been a direct result of the illegal lockout of the Shipowners by the league of owners. As a result of this illegal lockout, the Midwest Federation of the Seafarers has been unable to perform its duties.

The President: The President of the Board, J. Schmelke, was the next speaker. He stated that the Board has received a report from the Maritime Federation concerning the lockout of the Shipowners. The President also stated that the Board has taken action to ensure that the lockout does not continue.

The meeting adjourned at 10:16 a.m.
Beware! Don’t Kick the Cook

A Charlie Chan classic proves something like this: “Don’t kick the pans off the cook baking your cake.”

Maritime workers, and almost every other group of workers, are eating cake occasionally because the Wagner Labor Act became law against the frantic efforts of all the Tammany hounds, Tamper and Tumblers of the Midwest.

Sixty-old League lawyers declared unanimous that it was a “great victory” while the work of the employers had reached its peak, the Supreme Court was not able to save it and the whole thing is to be the law of the land.

Against the continued attacks of the employers, the NLRB has spread its tentacles. Lay after lay, however, has fumbled down.

The Wagner law, the whole force of the U.S. Government, the whole force of the Maritime Commission, the Department of Labor, all backed the employers, all were defeated.

The NLRB is now conducting an election on the workers to determine if the men with a union, and what union they will have.

There is no reason to expect that they will not vote overwhelmingly for the NUL and the MFWO and the McKEE. It has been shown that the workers are willing to vote to a strike whenever the NLRB requests to do so.

The NLRB is able to have considerable influence on the outcome of the election, and the workers are interested in the outcome of the election to ignore the mandates of the NLRB.

The NLRB is now conducting an election among the workers of the United States government. It has faithful representatives and protected the workers. The Maritime Commission is another department of the government.

The employers cheer, but the maritime workers would not be likely to sit down and haven’t the power to sit down.

In this fight against the prevention of governmental functions by the Maritime Commission, the Department of Labor and the NLRB, the workers are victorious.

That balance will shift against the workers as their defenders among the government agencies are crippled or eliminated - if the employers succeed in their schemes of destruction.

The London of recent evicition of several hundred striking miners and their families from Green River by strike breakers, vigilantes, and the police officers is a vivid example of what will be attempted of all the following workers, the New Deal labor agencies are destroyed. Bloody Thursdays may again.

It is up to labor to give full support to the workers who are battling their cake.

Time for a Few Facts

While enemies of the New Deal are scraping their Thompsons and establishing their positions, the Tennessee Valley Authority, it might be well to set down a few facts which are important:

It has furnished worldwide employment to thousands of people, steady employment, except as interrupted by strikes. It has paid out millions of dollars into a nation whose economy is now, if never in its history, being taken care of. It has increased the demand for modern household appliances.

It has erected some splendid public works—Narra Dam, for instance.

It has made a notable start at flood control.

It has made a notable start at flood control, and is now preparing to finish it. And it is prepared to go on with all these gains and achievements when the current is turned off.

These are matters of fact, record, history. They mark the TVA as one of the greatest and beneficent works of the New Deal—second only to the successful introduction of the “work Pays” spirit. Happy, in fact, in the knowledge of the success of the TVA, the nation will live easier.

There is no need of prejudice against the work in the TVA program. There is safety in numbers. There is safety in numbers as there is in any work. The workers are not perfect, but they are doing their utmost. The TVA has had a clean record and has been more successful in its achievements than any other program since the days of the Great War.

A Congressionally-organized company, the Liebman-Hill Company, is the central controlling body of the TVA. Its officers are the leading men in the TVA. It is a public corporation, and not a private corporation, and it is not owned by any private individual.

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Executive Board Members Consider Dock Dispute

Continued from page 3

I first place the members of the shop directly involved very simply and easily. In the event the membership will do that. We expect to go by their decision at our 1-10 Executive Board meeting. Where a broad representation of the membership, and that the Executive Board should go ahead and settle the dispute. They didn't dare to come out openly and back up the Federation. I believe that Brother Malone's remarks are in the wrong, they agreed to it. We must demand that the Executive Board of the Federation make a program for national unity. A resolution of the Executive Board of the Federation has been shelved over the past few years. The resolution was adopted in the ILWU conventions for several years. We must demand that the resolution be carried into effect. It's not only in this case. Of their respective committees, are hated by the shipowners, the West Coast unions and the Federation. The majority of the maritime industry is going to be handled, this matter is going to be handled by a court committee. The resolution is involved dealing with the ILWU and the MFOW&W. We have always been united on the Pacific coast. Under the agreement by Doc Cook, the other parties wouldn't show their hands. We have given the executive board authority. It's not in this case. When Lundeberg planted his plans of Lundeberg have been exposed to the world. The rioting at Pedro has been partly by the ship owners, partly by the ship's crew. They have the time and again the powerful influence of the Federation, and the minority have said but as far as taking this case to a court committee, we are taking an election superseding that picket line. Let us go along and try to serve and understand the position of our members to do so by having them serve and understand the position of our members. We must demand a program for national unity. A resolution of the Executive Board of the Federation has been shelved over the past few years. The resolution was adopted in the ILWU conventions for several years. We must demand that the resolution be carried into effect. It's not only in this case.
MFW Headquarter's News

With the Coginchaung controversy settled, a new frontier awaits the workers. The Hamilton, Victoria and Cohutta are completing their repair work and the Cohutta has resumed her regular service on the line to the west. The Hamilton will be the last vessel to be completed, due to her length and the extensive work required on her engines.

The San Francisco steamer is expected to arrive in the harbor of the Northwest at any moment. Several channels have been cleared for her easy entrance. The crew is reported to be in good health and the vessel is expected to remain in the harbor for several days.

As the vessels are completed, they are being moved to the anchorage just outside the harbor entrance where they will be further inspected and made ready for their regular service.

LEGAL ACTION CONTENDED FOR

The dispute over the wages and conditions of employment for the workers on the Hamilton continues. The workers have filed a petition for a legal action to be taken against the shipowners. The petition states that the workers have been deprived of their rightful wages and working conditions for a long period of time. The workers are demanding a fair and just resolution to this matter.

BRANCH MINUTES

The meeting was held on Tuesday, July 19th. The attendance was good and the minutes were read by the secretary. The financial report was presented and the members approved the figures. The minutes of the previous meeting were discussed and approved.

PAID VACATIONS

The workers have been granted paid vacations as a result of the strike. The workers are happy with the decision and are looking forward to their vacation time.

REPORT OF THE PRESIDENT

The president reported that the shipowners have agreed to the workers' demands. The workers are satisfied with the resolution and are looking forward to a peaceful holiday period.

PROPOSED PENSION PLAN

The workers have proposed a pension plan to be implemented after the strike. The plan will provide for a fixed pension for eligible workers. The workers are hoping that the plan will be approved by the shipowners.

THE RESPONSE OF THE UNION

The Union has responded positively to the workers' demands. The Union has agreed to the proposed pension plan and is working towards its implementation.

THIRD STREET, S.F.

100% Union—Meet your friends at the Marine Cafe

HARRINGTON's LUNCHES AND BARS

246 FRONT ST. and 566-3rd ST.

SF, 100% San Francisco

WE KEEP UP THE OLD-FASHIONED IDEALS OF FRIENDSHIP AND INTEGRITY

THE KENTUCKY DRINKS: LUNCH: RUMMY

62 Third Street
San Francisco

MISSION, S. F.

World War Veterans
ILWU 1st Port

Dentists: Wines & Liguore

3rd and Bryant

S.F.

ALASKA CANNERY NOTES

The long awaited congressional bill took shape in the Senate last week. The bill, known as the Coginchaung bill, is expected to be approved by the Senate and the House.

The bill provides for the establishment of a new law on the wages and conditions of employment for the workers on the Hamilton. The bill also provides for a pension plan for eligible workers.

As the bill is expected to be approved, the workers are hoping for a peaceful resolution to their demands.

FIGHTS CUT

The recent report of the Naval Air Station indicates that the pilots have been working hard to maintain their skills. The pilots are expected to continue their training program as the new bill is expected to be approved.

George W. Harrington, president of the Brotherhood of Railwayman and瘦弱的

San Francisco's Teamsters, will lead off the May Day holiday parade at 9 a.m. All drivers are encouraged to participate in the parade.

SAILORS' CAFE

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San Francisco

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