Maritime Workers Join Labor's Marching Millions On Labor Day

Open Shop Drive Begins: Employers Lockout Unions

Warehousemen, Retail Clerks Face Employer Open Shop Drive

(Editors' Note) Today the employers are driving for the open shop every union regardless of whether it is IOU, AFL or Independent - and are locked out. One thousand, eight hundred and fifty men and women are locked out.

One hundred and twenty-five warehose are closed. A box-car loaded with the strike-breaking force is being unloaded. The police are standing guard. Their fellow-workers are swarming to the aid of their locked-out comrades.

Every town goes workers strike for the open shop, a writer for the Voice of the maritime workers, a member of the maritime employers union, is making no pretense of its being either a union or a strike. It is a battle of capital and labor. The attempt is being made to break the unions and create as much industrial strife as possible.

It is the employers' plan to create strife in their fellow-workers.

A mass meeting to discuss the situation is planned Thursday, September 8th. A united labor movement will defeat the employers.

From the borders of Mexico to the tip of Alaska will show their strength with their united strength as they march by the thousands of maritime workers face theemployers without fear.

The March of Labor

From the borders of Mexico to the tip of Alaska men and women will march side by side in celebration of the victories they have earned in the past year. They will prove to the employers - no wage cuts, no speed-up, no lowering of labor standards. The realization of this will be their strength as they march.

The March of Labor will send the sound of their marching feet reverberating throughout the land - marching in unison for the preservation of all that organized labor has gained.

The March of Labor is proud that today public schools, public health programs, the National Maritime Union and the maritime workers of the Pacific Coast are united in a move against the open shop.

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Report of the ILWU to the Licensed and Unlicensed Unions of the Pacific Coast

By ILWU NEGOTIATING COMMITTEE

ILWU District No. 1 is now in negotiations with the Waterfront Employers' Association of the Pacific Coast in an attempt to improve and extend the deep-water agreements. The summer convention has extended the ILA agreements before the seafaring employers had an opportunity to do anything. At this time the employers are demanding that the agreements be changed to give the men back under the domination equivalent to the fink halls, and stifle all possibility to support other maritime unions.

The strategy of the employers is apparent in the attitude of the employers. P. Ryan. The result was that seamen and licensed officers were stymied in their efforts to gain improvements and show the men back under the domination equivalent to the fink halls, and stifle all possibility to support other maritime unions.

The employers are demanding that strict rules be instituted whereby individual men will be penalized or blacklisted if they organize in any other way than that which the employers see fit. We believe that the employers are demanding that the longshoremen be penalized for taking action in support of other union men. The employers are demanding that the longshoremen be penalized for taking action in support of other union men.

The employers shall be able to force those companies union agreements on the longshoremen and thus prevent the longshoremen from taking any action to hold their present contracts. They demand to reintroduce the speed-up which would automatically mean a reduction in longshore wages or earnings from between 20 to 50 per cent.

This industry is different from other industries at their present agreements. Each longshoreman receives an equal share of the work that is available. When speed-up or labor saving machinery is introduced on longshoremen without the consent of the employers, this means reduction of wages and employment. If a particular operation means an automatic wage-cut to all longshoremen because they must absorb the disturbance caused to the others, it would be better and more efficient.

By thus giving part of their work opportunity it can easily be seen for example that if labor saving devices are introduced in San Francisco which will displace 1,000 men, it automatically results in a 30 per cent wage reduction.

The present position of the ILWU District No. 1 and its membership up and down the coast is an emphatic one. We do not intend to relinquish any single condition we gained in the struggle of 1934 and 1936. The longshoremen are going to fight to the last one that the longshoremen will be asked to work under conditions that will mean reduced wages and speed-up.

The employers hope to be aided by certain leaders in the maritime unions and by the signing of agreements by these leaders. The Maritime Federation of the Pacific was successful in the 1936-37 strike solely because the basic policy was agreed upon by the leaders of the maritime unions. The Federation must be the Federation program and the longshoremen are prepared once again to stand united with the maritime unions to prevent them from reducing the wage scale.

The longshoremen with the seafaring unions to clearly understand that the ILWU intends to stand firm and not permit any agreement established and to say that none of their members will work until the employers demand.

It is up to all groups in the maritime industry to work together to defeat the employers in the game of playing on the unions against each other. The employers have a plan that is "well designed" for giving the men back under the domination of the old driving speed-up on the Pacific Coast waterfronts, throw back the "right to work" laws, and come under the domination of the old speed-up machinery.

The shipowners hope to be aided by certain leaders in the maritime unions and by the strategy of signing the agreements. The maritime unions are being used as a pawn in the hands of the shipowners. The maritime unions have been used to keep the men back under the domination of the old speed-up machinery and to stifle all possibility to support other maritime unions.

It is up to all groups in the maritime industry to work together to defeat the employers in the game of playing on the unions against each other. The employers have a plan that is "well designed" for giving the men back under the domination of the old driving speed-up on the Pacific Coast waterfronts, throw back the "right to work" laws, and come under the domination of the old speed-up machinery.
Labor Marches Forward

THE STACCATO BEAT OF MARCHING FEET
SAYS UNITE - UNITE!

Forty thousand maritime workers mobilizing their forces on the Embarcadero and swinging into Market Street in full stride to join the tens of thousands of other workers who have united to celebrate Labor Day. Determined to show the organized employers that labor stands ready to cooperate and to deal fairly through collective bargaining as provided by law.

BUT . . .
WE WILL NOT GIVE ONE INCH BEFORE THE OPEN SHOP DRIVE OF REACTIONARY FORCES.

ALASKA FISHERMAN'S UNION

We are for:
LABOR UNITY
JOB SECURITY
PEACE and
DEMOCRACY

Labor DayGreetings

MARINE ENGINEERS
BENEFICIAL ASSOCIATION
San Francisco, Calif.

Labor Day Greetings . . .

from
I. L. W. U. District 1 - Local 7
YOURS FOR A UNITED LABOR MOVEMENT

Labor Day Greetings

from
LOCAL 1-21, I.L.W.U.

Yours for a United Maritime Federation.
Let us not cease in our fight for the freedom of Tom Mooney.
Don’t let our Legislators shackle the hands of Labor—VOTE NO on Washington State Initiative No. 130.
Let this Labor Day parade be our biggest protest against Wage Cuts, Longer Hours and Speed Up Systems.

The Ship Scalers, Drydock and Miscellaneous Waterfront Workers' Union ask for Labor Unity in the Labor Movement and hopes the ensuing year shows great strides in this direction.
YOURS FOR A UNITED FRONT IN THE LABOR MOVEMENT.
SEATTLE SHIP SCALERS' UNION

Marine Firemen
Oilers
Watertenders
and
Wipers
San Francisco Headquarters

GREETINGS
To All Workers
United for Progress.

UNITED FISHERMEN'S UNION OF THE PACIFIC
PUGET SOUND DISTRICT

With Fraternal Thanks to the Component Organizations Lending Us Assistance Against the Perpetrators of the 5 Cent Humpie.

GOOD TIMES OR BAD TIMES, UNITY IS THE ONLY SURE THING FOR THE WORKERS.

THE FISH REDUCTION WORKERS ARE WITH YOU 100 PER CENT

Compliments of . . .
MUSICIAN'S UNION
LOCAL 6, A. F. & A. M.

"On to a United Labor Movement"
The open shop drive is on. The employers are opposing all unions regardless of affiliation, AFL-CIO or Independent. The truth of this is self-evident. Their adamant stand in the Retail store dispute. The hot car being used against the Warehousemen’s Union. The nation-wide attempt to cut wages. The continual vicious attack on all progressive labor leaders. The Dies Washington witch-hunt. All these things coming at this time make clear the purpose behind this local open shop drive. The issues involved concern our very existence. We must stand our ground. ONE THING AND ONLY ONE THING CAN AND WILL DEFEAT THIS WRECKING PROGRAM... THAT IS A UNITED LABOR MOVEMENT. LET’S GET TOGETHER.

MARITIME FEDERATION OF THE PACIFIC
Built on Unity of the Maritime Workers Now Pledge Its Membership to Unity of All Workers.

DISTRICT COUNCIL
No. 1
Seattle, Washington

DISTRICT COUNCIL
No. 2
San Francisco

DISTRICT COUNCIL
No. 3
Portland, Oregon

DISTRICT COUNCIL
No. 4
San Pedro, Calif.

THE SAN FRANCISCO WAREHOUSEMEN
8,000 Strong We Pledge Ourselves For Labor Unity to Defeat the Open Shop Drive of the Employers. We Are Warehouse Workers and San Francisco Citizens and we Want Peace and Job Security.

UNITED LABOR
Has just scored a smashing victory in San Francisco.

UNITED LABOR
Has just buried the weakening forces of reaction in California.

UNITED LABOR
By continuing to resist the splitting tactics of reaction will, next November, make certain the early freedom of—

TOM MOONEY
W. K. BILLINGS
Symbols of the Invincible Strength of UNITED LABOR

LABOR DAY GREETINGS
from
MARINE COOKS and STEWARDS ASSOCIATION

SAN FRANCISCO HEADQUARTERS

“Yours—for a United Labor Movement.”

GREETINGS FROM:
International Longshoremen’s and Warehousemen’s Union
District 1—Local 19
Seattle, Washington


GREETINGS FROM:
INLAND BOATMEN’S UNION of the PACIFIC
**VOICE OF THE FEDERATION**

The Maritime Federation of the Pacific is a union that represents seamen and other maritime workers. It is affiliated with the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO). The Federation is known for its advocacy on issues such as wage and hour agreements, seamen's rights, and social justice. The text provided is an excerpt from a publication by the Federation, discussing various topics relevant to its membership and mission. The content includes assertions about the importance of unity among workers, the need for cooperation in labor negotiations, and the Federation's stance on social justice issues. The Federation's activities are often centered around union organizing, collective bargaining, and advocating for workers' rights and safety. This publication likely serves as a means to inform its members about current events, updates on negotiations, and the Federation's position on various labor-related matters. The text reflects the Federation's commitment to its mission and the broader goals of the labor movement.
Employers' Purchase of Tear Gas During '34 and '36 Exposed in Voice

San Pedro

ILWU 1-13 Notes

BERDEEN, WASH.

work and the reason he ruled this

October, 1935: "The vessel which

land stands for non-union hiring halls.

New York, Aug. 1—Maritime

Berdeen, Wash., has got a flat

In the meantime, Arbitrator Morse

"On the waterfront, we stand for

land is covered with trees.

San Francisco

'FEFFER YUR BUFFETT

1935-36 Notes

Dreams of Empire

The San Francisco-bound ship

"If a person has filed as an

poison gas. So, Judge Sloss,

Union members and presented

Empire which will very likely be

"The United States Maritime

We are very much in

San Pedro Publicity Committee

"If a person has filed as an

Labor and the reason he ruled this

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San Pedro Publicity Committee

"On the waterfront, we stand for

San Francisco

1935-36 Notes

Dreams of Empire

The San Francisco-bound ship

"If a person has filed as an
After 45 days of bitter and heroic struggles in which they were forced to make the greatest sacrifices of every Big Four order possible, the last three days of the long and hard fight for $1.50 a day were the most triumphant. The constant and patient organizing of the maritime unemployed and longshoremen returned to their posts on the ships and docks with songs on their lips and their heads held high. The employers peremptorily declared that they would not recognize the new contract of the Maritime Federation. The struggle was for the longshoremen; it was against enemies in their own ranks. The march against $1.50 a day was not over. The fight is not over.

More About Clerks

(Footnote from Page 1) The embrace of the union by the rank and file of the maritime workers is evident in the MODEL #5A box room clerk's union. We have an inside look at this brotherhood in this issue of the "Voice of Labor." The distributive association has grown rapidly in the last few months and has already spread to other marine and railroad locals.

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Battle "Big Five" and Misleaders: Rank & File Solid Winning in End

From the "Voice of Labor"

More About WAREHOUSEMEN

(More About from Page 1) A model for the future, the warehousemen's union in the Pacific Coast has set a pattern for other unions to follow. The distribution association has now spread to several local unions in the West, and it is expected that the rate of the union will be rapid.

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BROADWAY'S HIT

The March of Labor

Eugene O'Neill's
teleplay. The national tour opened last week in New York and closed in Los Angeles last weekend, with a steady string of performances along the way. The production was directed by Sidney Kingsley, and featured a cast of well-known actors, including John Garfield, Joanne Woodward, and Rosemary DeCamp. The play was well received, with critics praising its powerful message and the performances of its standout actors. It continued its run in the West Coast, then returned to Broadway for a limited engagement at the Shubert Theater. The play was nominated for four Tony Awards, winning Best Play. Fans of Eugene O'Neill's work and those interested in social issues and political economy will not want to miss this production.