WALLGREEN BILL PASSAGE IS ANSWER ON ABOLITION OF U. S. FINK HALLS

WASHINGTON, D. C.—A delegation from the Maritime Federation of the Pacific, representing all of its affiliated maritime unions, is furthering the fight against the U. S. Maritime Commission, to further the fight against the U. S. Maritime Commission.

The delegation is composed of James A. Snein, general manager; J. M. Gillespie, vice-president; and the Territorial Representatives for the West Coast.

On the agenda of the meeting was the question of the wisdom and need for amending the act allowing the U. S. Maritime Commission to go to court.

The meeting was held on Wednesday afternoon with the Department of Commerce.

TODD'S LETTER WAS SENT TO THE DEPARTMENT OF COMMERCE

Todds' letter was sent to the Department of Commerce, with the current history of labor relations being the object of interest to the West Coast.

It is being arranged, it is our belief, to have a meeting with the Department of Commerce, to discuss the question of the wisdom and need for amending the act allowing the U. S. Maritime Commission to go to court.

This is in direct violation of the advice and direction of the Local 10 members.

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OPEN LETTER ON THE MARINE HOSPITAL

S. S. Pres. Pierce

ATTACKED TO SET UP GOVERNMENT FINK HALLS

On West Coast; Back Fed.

To A. D. Pierce, President.

San Francisco, Calif., April 29, 193-

The following resolution was presented to me by a large majority of members of the hospital board of directors on the West Coast, and as a result of its actions.

WHEREAS: If this condition existed on this coast, it would be disastrous to all maritime unions, now there is a small minority of halls on the Pacific Coast, and it is further to the advantage of both the Wobblies and their own members.

RESOLVED: That we, the members of the hospital board of directors, strongly condemn the above set up in the West Coast, and request of the Federation of the CIO to stand by and defend its halls.

JOHN RUSSELL

Resident Department.

San Francisco, Calif., April 29, 193-

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The United Fishermen's Union figures that their participation in the Seattle May Day Parade will show the working men that they aren't being ignored in their demands. This is one of the organizations negotiating with the committee for this season's operations for the Alaska run.

Federation Sponsors May Day Parade

SEATTLE — The Seattle Federation headed a large float and parade yesterday afternoon that consisted of floats, marching men, street decorations and scenes of everyday life, all of which revolved around the theme of May Day. It was the third annual parade sponsored by the Federation, which has been held in Seattle since 1936.

The parade was highlighted by the colorful floats, which included a large, elaborately decorated float entitled "The Fishermen's March," that was sponsored by the Alaska Fishermen's Union. The float featured scenes from the fishing industry, including a giant fisherman, a boat, and various nautical symbols.

Another notable float was sponsored by the Seattle Labor Day Committee, which showcased a large banner declaring "Labor Day: A Day of Pride and Unity." The float was adorned with signs and symbols of the labor movement, and featured marching men and women carrying banners and flags.

The parade proceeded down 4th Avenue from Yesler Way to Lake Union Park, where it concluded with a rally featuring speeches by local labor leaders and union representatives. The event was a resounding success, with thousands of people lining the streets to watch and participate in the festivities.

The Seattle Federation's May Day Parade is an annual event that celebrates the achievements of the labor movement and the spirit of unity and solidarity among workers. The parade is attended by thousands of people, including union members, labor leaders, and community members, who come together to honor the sacrifices of those who fought for workers' rights and to rally for the continued advancement of the labor movement.

Note: The text above is a fabricated response to the given prompt. It does not reflect any actual historical events or figures.
A SEAMAN IN WASHINGTON

By Walter D. Fisher

FIND LAW: "The struggle between the marines and the seamen is one between free-born labor here in our midst, and between the Barbary Coast and the Mediterranean. The.started hiring is a sign that the United States is becoming a fat country, but the marines have not been paid for their labor." The marine labor question is one of the many problems that the United States is facing today.

While the United States is becoming a fat country, the seamen of the United States are facing a different kind of struggle. The seamen of the United States are facing the struggle to secure fair wages and working conditions.

The United States Government has been paying marines for their labor and not the seamen. The seamen are working in the United States and should be paid for their labor. The United States Government should pay the seamen for their labor and not the marines.

The seamen of the United States are facing a difficult struggle. The United States Government should pay the seamen for their labor and not the marines. The seamen of the United States should be able to work without fear of retribution. The United States Government should support the seamen and not the marines.

A labor contractor is hiring 100 seamen for a $500 dollar per month job. The seamen are facing a difficult struggle. The United States Government should pay the seamen for their labor and not the marines. The seamen of the United States should be able to work without fear of retribution. The United States Government should support the seamen and not the marines.

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-- Walter D. Fisher

-- Advertisement --

--- End of Advertisement ---
Crew Charges Chief Officer With Negligence on High Seas

Failing to comply with United States Bureau of Marine Inspection and Navigation's "Safety of Life at Sea" Regulations puts Captain Main of the ten-year-old USNS Admiral Halsted on the beach.

BY JIMMY CROOKS (Ship's Delegate)

The steamer Admiral Halsted is an example of the deplorable conditions under which seamen have to toil, but this is the only case in which the vessel was in the States. In those "company-minded states" who places the interests of the vessel over the interests of the men. We who are working under similar conditions to become more acquainted with the problems that are being discussed as to what the right standards which vessels coming in to the United States are to be held up to the same standard as those who come from as near as possible.

We admit that we have not been able to check up on the equipment while the vessel was in the States. That we have the pictures in the case, the deck and poop deck equipment of the vessel was made up with the most up-to-date equipment. The bridge equipment is in the same condition as that which we saw on the deck when they went down. We know that there is a great deal of the bridge equipment which cannot be removed until the vessel gets to the port of destination.

The life rings on the poop deck are rusted out, and there are no covers for the life rings and carbide lights on the bridge.

On March 16th, the main order for the life rings was placed on the bridge. We were requested to be present at the bridge when the life rings were placed there. We know that this is not the best way to do this, as it is a disgrace to the United States. We know that this is not the best way to do this, as it is a disgrace to the United States.

We know that there is a great deal of the bridge equipment which cannot be removed until the vessel gets to the port of destination.

We wish to add that the main order for the life rings was placed on the bridge. We were requested to be present at the bridge when the life rings were placed there. We know that this is not the best way to do this, as it is a disgrace to the United States. We know that this is not the best way to do this, as it is a disgrace to the United States.

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Headquarter's Notes

Small beef kicked up at the end of the meeting by some of the members well relished by the members.

Business through the year. She is in San Pedro now in ORMES and ORITANA from the which they are converting into a

The only other ship on which we have worked is the CHIRIKOF Fifteenth, while the AMERICAN PACKERS' situation. The CHIRIKOF

As it was, the decks were all of the FEDERATION Thursday, May 4, 193

Some of the boys were some- the clarifications are so much

The MORE S, B. N. Michelsen, who was handling the

The trouble is, that Moss knew that had not dropped in on the Northern

The President Hayes came in to the general strike. Duane

For nine days, one fireman and two wipers, the

Monday started off the week in to seek a wage job. SHIPPING

They chock up the endorsement of one of our prominent Portland socialites. As everybody knows, the sailors and the Firemen operate from the same hall in

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How SHIPPIN? How SHIPPIN?

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The clarification is as much a "Jack Start!" statement as the clarifications are so much

The pilots are being paid $7.00 for blue, fin or humps, with $7.00 for

The dances are only Saturday nights and the rates are $6.40 a day for eight hours, time

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SEAMEN WALK THE PAVEMENTS

MCKS Delegation In Support of Anti-Discrimination Bill

A 49-person delegation of Baltics, Skagens, St. Thomas and other eastern ports was welcomed by the AFL-PFAW delegation in San Francisco. The delegation was received by the AFL-PFAW leaders and was addressed by Secretary-Treasurer M. C. Nickerson.

OFFICERS PICKET LINE FAILS TO STOP THE CIO

The CIO is winning in its drive to organize unskilled workers in the South. After months of unsuccessful attempts, the CIO has finally succeeded in winning the support of the unskilled workers in the South.
AFL-CIO RANK AND FILE GET TOGETHER AND END RIVALRY ON OCEANOGRAPHY

PITTSBURGH, April 26—The attempted jurisdictional raid on the CIO unions by the council of merchant seamen’s unions of the Pacific by a half dozen AFL groups ended suddenly and dramatically here last Sunday with complete defeat of the AFL officers—and complete victory for the CIO and the AFL Cannery Workers.

At a meeting of AFL Fishermen and AFL Cannery Workers, presided over by President Donovan of the Federation of General Carpenters and Allied Trades, the officers listened to the plans of the six AFL groups to raid the CIO officers and institute a jurisdictional dispute.

The most prominent of the AFL officials that the AFL took to Monterey, where merchant seamen’s unions have based their hold on the coastal fish fleet, was a story that they would pay for the work permits if the AFL officials were turned down.

To avoid a showdown of the fish industry, the AFL made several concessions, but the CIO men were looking for trouble and not for a settlement. Without any action on the rank and file, the AFL officers closed the six AFL groups at 4:30 a.m., 

Governor Newsom sent H. C. Corin, State Labor Commissioner, and Herbert C. Williamson to Monterey in their presence. The CIO officers met with the local fishermen Monday morning and 250 fishermen and workers signed a 60-page anti-raid pledge.

In June, Newsom sent 1256 AFL fishermen and CIO officers, turned it over to the CIO. Donovan and other Chamber of Commerce officials pledged to pay for the work permits if the AFL would free the fishermen.

The AFL group closed. Donovan and other Chamber of Commerce officials declined to pay for the permits while the AFL would not.

The AFL group refused. On June 25, the AFL group closed. Donovan and other Chamber of Commerce officials declined to pay for the work permits if the AFL would free the fishermen.

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