WHAT WILL BECOME OF MLB REPORT?

By RODRENE BAILING

WPMP Legislative Representative

WASHINGTOH—The Maritime Labor Board’s report, submitted to Congress on March 1, has been referred to the House Committee on Merchant Marine and Fishery and the Senate Committee on Commerce. These two committees, as you know, handle all maritime matters, and have already announced that they will hold hearings on the report.

The report, submitted to the Board last fall by the Committee of the American Merchant Marine Council and the American Federation of Labor, contains several recommendations which are designed to improve the working conditions of the maritime workers.

The report recommends the establishment of a National Maritime Board, consisting of representatives of the various labor organizations and employers, to be appointed by the President, in order to settle disputes and arbitrate grievances.

In addition, the report calls for the establishment of a national system of maritime education, to be operated by the Board, and for the enactment of legislation to protect the rights of seamen.

The SIU and Long-Term Agreements

Two weeks ago Delegate to the Pacific Coast Metal Trades Convention in Vancouver, B. C., announced that the contract of the SIU and independent unions, and to be the future source of all the trouble with the maritime industries, and to be the future stage of the longshoremen’s strike.

The SIU has never been more active in its efforts to settle disputes and arbitrate grievances, and to protect the rights of seamen.

The SIU and the long-term agreements are the best guarantee that the longshoremen can have for a future of peace and prosperity in the maritime industry.

The SIU is firmly committed to the principles of collective bargaining and the right of workers to organize and bargain collectively for a living wage.

The SIU and the long-term agreements are designed to protect the rights of seamen and to ensure a fair and just working environment for all maritime workers.

SEALED—In an effort to break the 1969 contract negotiations, the longshoremen’s union has been actively involved in the settlement of the 1970 contract negotiations. The union has been negotiating with the employers for a new contract that would improve the working conditions of the longshoremen.

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SS Talks Resumed By ACA

SAN FRANCISCO — ACA officials, who made negotiations with the Maritime Union of America in San Francisco on Monday, are holding fresh talks today. In making the announcement the officials said the talks were adjourned last week after the Maritime Union refused to continue them.

In the recent voting, succeeding Jimmy Clayton. The president is Charles Maldonado, and Mary Palagi and Pete Garcia. 2 of the Maritime Federation:

Ilwu 1-10

ILWU Wins Demand For New Dock Toilets

SAN FRANCISCO — The officials continued plugging away on the insanitary toilet set on the docks have been brought to the notice of the Harbor Commission. After the San Francisco docks were built at docks supported by the gold handsome in the recent voting, succeeding Jimmy Clayton. The president is Charles Maldonado, and Mary Palagi and Pete Garcia. 2 of the Maritime Federation:

Wages On Coastwise Line Set

The Pacific Coast Agreement is being renegotiated, according to sources inside the line, and the new contract is due to be in force by the beginning of the month. The line is expected to have a new contract within the next month.

A longshoreman and his family were the victims of a swindle, according to reports from the line.

NMU West Coast Report

Isthmus Seamen Joining NMU

SAN PEDRO — Isthmus seamen have finally joined the National Maritime Union, effective August 1.

NMUWin 1-10

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Marine Cooks and Stewards

MC&S Honor Roll

SAN FRANCISCO—The following Officers and Members have contributed to the Intercoastal Line:

**PORT HOLE PEEPS IN SEATTLE**

No sooner is the Enter in high gear in its survey 12 hours ahead of her sisters, in order to have been ready for the first time in 12 years, than she is off to Seattle, en route to Long Beach. When she reaches the Port of Seattle, she will be greeted by a friendly crowd of seafarers, who are anxious to get a look at the newest ship in the fleet.

**Comradeship and Safety**

The Enter is one of the finest examples of the Enter class, and she is expected to perform greatly in the Puget Sound area. She will be a welcome addition to the fleet, and her presence in the Port of Seattle will be greatly appreciated by the seafarers of the Northwest.

**Vote On Three Ballots**

The Enter will be at the Port of Seattle on Saturday, March 21st. This will be the first time in 12 years that the Enter has been in the Port of Seattle. The Enter will be open to the public during her stay in the Port of Seattle.

**Rush Telegrams in Support ofapper Bill**

The Enter will be in the Port of Seattle on March 21st. This will be the first time in 12 years that the Enter has been in the Port of Seattle. The Enter will be open to the public during her stay in the Port of Seattle.

**Pensacola**

The Enter will be in the Port of Seattle on March 21st. This will be the first time in 12 years that the Enter has been in the Port of Seattle. The Enter will be open to the public during her stay in the Port of Seattle.

**Must Stop Hiring Men in Orient**

SAN FRANCISCO—Rugby San Francisco, a cargo ship owned by Rugby Steerage Company, shipyard 391, was sold to the government. The ship was built in 1940 and has been in service ever since. The sale of the ship was to be completed next week.

The shipyard has been in operation since 1940 and has produced many ships for the government. The shipyard is located in the San Francisco area and is one of the largest shipyards in the country.

**ILWU Drives Ahead To Organize**

SAN FRANCISCO—Members of the International Longshoremen's and Warehousemen's Union (ILWU) have been organizing longshoremen in the San Francisco area. The ILWU is a labor union that represents longshoremen and warehouse workers.

The ILWU has been active in the San Francisco area for many years and has a long history of organizing longshoremen. The union is committed to improving the working conditions and wages of its members.

**Boatmen Win $1.35 a Day Wage Raise**

San Francisco, Calif. (UP)—A wage raise of $1.35 for boatmen was won by the International Longshoremen's and Warehousemen's Union (ILWU) in San Francisco. The wage raise was the result of a successful contract negotiation between the union and the employers.

The ILWU represents longshoremen and warehouse workers in the San Francisco area. The union has a long history of advocating for better working conditions and wages for its members.
VOICE OF THE FEDERATION

Published Every Thursday by
THE MARITIME FEDERATION OF THE PACIFIC
Gardenia 1948

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Dolph WENNER

American Federation of Labor

American Federation of Labor


tions


t the Voice of the Federation. It was one of the few newspapers that were published during World War II, providing news and information to sailors and mariners.
ords about this ship which we had. If not understood, will

No Generalization

How Big Business 'Breaks Down' Labor

Editor, Voice of the Federation:

Our officials would hammer the crew as to this lack of meet-

In very stringent terms:

The film will be shown by Torn

A condition prevails aboard this ship which we feel, if not corrected, will undermine

The program that Franklin D.

Thursday, March 21, 1940 VOICE of the FEDERATION Page Five

San Francisco Union Meetings . . . .

They Help "Voice"

Contributions to help pay the printing and mailing costs of the "Voice" are being solicited by SS. President Harrison, chief radio officer, SS. President Har-

On the SS Hegoa

Soot and Sawdust Get Boys Down

ILWU 1-1

We don't mind this poop-deck being part carpenter shop and

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Surely the officials they elected

Mr. Stringham: "That is a pret-

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**MFOW News Section**

**Headquarters' Notes**

The regular business meeting convened at the usual time—7:00 p.m. Thursday, with Guis Oldenberg calling the order to begin in the absence of the Secretary. W. Bailey was elected chairman and John Lewis recording secretary.

**Howz Shippin'**

Wednesday, the 13th, started out with the Peter Kerr in from the Orient and got to go to the hooks on two oilers, a wiper and a deck engineer. The 

**Soshul Kolum**

SEATTLE—Things in Seattle are kinda quiet just now. The calm before the storm as the Alaska freighters, passenger ships, and cannery supply ships, prepare to leave each week.

**Investigation Committee Report**

San Francisco, Calif., March 14, 1940

The business meeting convened at the usual time—7:00 p.m. Thursday, with Guis Oldenberg calling the order to begin in the absence of the Secretary. W. Bailey was elected chairman and John Lewis recording secretary.

**Does it Pay to Advertise in the Voice?**

For over three years we have advertised in the Voice. During that time only two people have said they saw our ad. People tell us they see our ad in the newspapers, why not the Voice?

It is true that an increasing number of seamen stay in the Alpinis. Is it from our ad or recommendations? Free cab ride to test filling power of the voice. To prove whether or not it pays to advertise in your paper we offer a free ride in any one of our own, one cab from any dock, has, or railway station in San Francisco to the Alpine Hotel. SEE COUPON BELOW.

**Permanent Address for Seamen**

Every man going to sea should have a permanent address. There is an increasing trend toward government pensions and unemployment assistance. To get the benefits of these it is often necessary to establish a permanent address. When you register at the Alpine that helps establish a permanent address. We take care of your mail while you are at sea. We also store free any "excess" gear you wish to leave.

**A Few Facts about the Hotel**

The Alpine has 280 rooms and is located only 7 blocks from the Ferry Building. Most rooms are supplied from the docks past within a half block. It is an easy walk level to all union halls, theaters, shops and places of amusement. We give plenty of light when needed. A good shower on each floor. A reading room and card room. Inexpensive materials, washing that going toward live while aboard. Our rates are less than you expect because we believe that it is more profitable to have a full house at a low rate than one filled at a high rate.

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SAN PEDRO — The arbitration proceeding on the matter of branch hiring halls in Long Beach came to a close Friday night, March 15. The arbitration committee made the following decision:

**FINLAND CAFE**

**KIRO, Seattle**

Monday through Friday, 1:30 p.m.—9:00 p.m.; Saturday, 1:30 p.m.—6:00 p.m.

Also available on the phone for the convenience of our customers.

San Pedro Meetings

**AFILIATES REPORT TO MFP**

Seattle, Wash, April 1, 1940

Dear MFP:

In reply to your letter of March 15, I am hereby transmitting the following copies of the reports of the affiliates for your information and guidance:

1. **Seattle, Wash.**

2. **U. C. A. P. A. W. A.**

3. **C. I. O.**

4. **C. I. O.**

5. **C. I. O.**

6. **C. I. O.**

I hope these reports will be of interest to you and will be of assistance in your work.

Very truly yours,

[Signature]

**San Pedro Meetings**

**ILWU 1-13**

**Hiring Hall Hearing Comes To End**

SAN PEDRO — The arbitration proceeding on the matter of branch hiring halls in Long Beach came to a close Friday night, March 15. The arbitration committee made the following decision:

The committee found that there is a need for a branch hiring hall in Long Beach. A good branch hiring hall is necessary for the protection of the longshoremen and the Longshoreman's Benevolent Association. The committee recommended that the union members in Long Beach elect a committee to study the matter and report to the membership.

**Legal Office**

In this matter for at least 30 days, we will not have a decision. As if we will not have a decision.

**Packing Hall Hears Bridges**

**Seattle, Wash.**

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**San Pedro Meetings**

**ILWU 1-13**
**Crossing the Line**

**MARIPOSA CREW SLASHER FORE and AFT**

News of Ships and Shipping

**Latest Ship Swindle Costs $662,000 a Year**

If you took $662,250.20 worth of the U. S. government’s money every year and gave it away to your “friends” who need or want it, would you do it? No! But not if you were one of the brain-butt admirals on the U. S. Maritime Commission. Then you’d give away $662,250.20 every year.

Yet that’s exactly what the Maritime Commission did this month.

The Commission sold three South American freighters for $52.50 a ton, and the Maritime Commission turned them down. What’s the matter with money to them? Isn’t it yours, it’s yours and more than yours for it is a tax.

Why did American Mail Lines get the ships when they bid $75.51 a ton for a freighter offered by A-F Lines? Well, you can get a clue to that when you see that Dick Reynolds, head of the tremendously wealthy Reynolds tobacco company, can afford the $75.51 a ton that formed American Mail.

Dick Reynolds has plenty of friends and plenty of INFLUENCE. Figure it out for yourself.

Here are the charter prices Reynolds and his gang of Eastern capitalists paid for the ships:

- **SS Atlantic** $75,108.50; **SS Bismarck**, $56,656.67; **SS San Francisco**, $200,000; **SS Cleveland**, $320,716.20; **SS C. M. S.** $2,110,215.70.

In other words, A-F Lines offered the Commission $5,167.60 per month on the **SS Atlantic**. But the Maritime Commission turned them down. What’s the matter with money to them? Isn’t it yours, it’s yours and more than yours for it is a tax.

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