Emmployers Issue New Demand That Longshoremen Give Up Gains, Return To Blue Book Days

Ask Arbitration Of Whole Contract

SAN FRANCISCO—The waterfront employers this week issued its new demand that the longshoremen return to the Blue Book days, under which longshoremen worked before 1934. At the same time they tried to keep the men from barging in the back of the longshoremen’s union.

Sailing Without a Fourth Officer

"It will be noted that in violation of the law, sail without a fourth radio officer," one of the employers’ letters read. "If any of your members are doing this, as the law requires, we urge that you notify the Board of their conduct.

In Memoriam

Six years ago next week, Pacific Coast maritime labor was in the midst of its greatest struggle. Out of that struggle was born the solidarity of labor, the union of longshoremen, the United States Maritime Workers union, and the modern labor movement that has brought about the eight-hour day, the eight-hour week, the closed shop, and the recognition of labor’s rights.

The struggle was not accomplished without sacrifice. Nine of our valiant brothers were killed in that struggle. They were the sons of longshoremen, the sons of workers, who gave their lives for the cause of the working class.

Bridges Says:

"We Face Our Biggest Threat; Close Ranks!"

SAN FRANCISCO—Labor—particularly maritime labor—faces its biggest threat in years, and it can only be met by closing ranks, complete solidarity, and an offensive against the enemies of labor and labor’s rights.

"Now is the time for all good men to come to the aid of the longshoremen. Now is the time for all workers to unite in the defense of their rights and their liberties. Now is the time for all workers to stand together against the common enemy of labor.

MFCP Board Takes Action

SAN FRANCISCO—Rumors that the full time executive committee of the workers union, the Maritime Federation of the Pacific, would meet this week proved to be baseless.

MFP President P. F. Miele and his committee, in an effort to dispel public confusion, announced that the workers union would meet in one hour at 8 a.m. on Thursday morning, to consider the matter of the contract expiration.

"The union has not yet decided whether or not to accept the contract offer of the employers." Miele said. "The union will meet in one hour to consider the matter and make its decision.

"The union will meet in one hour to consider the matter and make its decision."

THE END
Navy Threatens Unions

ILWU Local Needs Hint Own Defense Plan, Attack on ACA

SAN FRANCISCO—ILWU 140 should formulate a program of defense for our own local union defense. This is quite different from being a clearly national defense as we are prior to the strike of 1934.

San Francisco longshoremen have a reputation to defend. They have a history to be proud of. Their actions should reflect their membership and the programs of the ILWU.

The preamble to our constitution should be our guide. The ILWU is not a class, racial, religious union. It is a union of solidarity and unity. If we are able to recognize class, racial, religious differences, we are able to form a union that is truly representative of the people we are trying to organize.

We should formulate a program of defense for our own local union defense. This is quite different from being a clearly national defense as we are prior to the strike of 1934. We are not afraid to open our mouths to speak the truth.

We are not afraid to open our mouths to speak the truth. We are not afraid to stand up for our rights. We are not afraid to fight for what we believe in. We are not afraid to defend our union. We are not afraid to defend our local union defense.

The ILWU is not a class, racial, religious union. It is a union of solidarity and unity. If we are able to recognize class, racial, religious differences, we are able to form a union that is truly representative of the people we are trying to organize.

We should formulate a program of defense for our own local union defense. This is quite different from being a clearly national defense as we are prior to the strike of 1934. We are not afraid to open our mouths to speak the truth. We are not afraid to stand up for our rights. We are not afraid to fight for what we believe in. We are not afraid to defend our union. We are not afraid to defend our local union defense.

The ILWU is not a class, racial, religious union. It is a union of solidarity and unity. If we are able to recognize class, racial, religious differences, we are able to form a union that is truly representative of the people we are trying to organize.
The contents of the image include a list of names and signatures, possibly related to a community or organizational event. There are also several paragraphs of text, discussing various topics such as the adoption of a defense program by an organization, the premier of a program, and other administrative or community-related matters.

The page appears to be from a community newspaper or newsletter, featuring a mix of announcements, notices, and possibly some advertisements. The text is somewhat fragmented, possibly due to the nature of the layout or the quality of the scan.

For a more detailed analysis or translation, a clearer and more complete scan might be necessary.
An Employer Wiley This Editorial

Bent often that the employer's write our editorials, but this week we're going to a Seattle Chamber of Commerce executive contrib-

For several issues now we have been pointing out that the employers are using the idea of "national defense" as a tool to beat labor's gains. We do not know of better way to prove the point than to let the employer say that themselves.

So we'll just print, as it appeared, a story from a Seattle daily paper of last week, head and all:

"DEFENSE SEEN AS UNION Curb"

"Deal Ballad, member of the Labor Relations Department of the National Chamber of Commerce, predicted today that defense prepare-

Ballard quoted a statement by Premier Pierre Laptei to the effect that the French have enough planes to make a plane strength.

"I predict there will be a change in the United States," he said. "Labor Unions Have Had a Good Thing for Seven Years Now—Seven EXTENSIVE YEARS! The pendu-

The president has gone too fast. It's time for the employees, too. I hope we can educate the employers not to let the swing go too far their way.

We may have to eliminate all employers over 80 years of age. They must realize that situation always brings. Seattle Times, June 21, 1940.

These Are The Class War Dead

By MIKE QUIN

Bells were the street, the shore was wailed and red and

"You're a boy out side with a college diploma."

"Tell him we don't buy any paper.

A Naval Commander Explains Those German Victories

Fear of Socialism Makes Capitalists Prefer Fascism, Unable to Really Fight Hitler, He Explains

By Lt. Commander Charles S. Seely, IJ. S. Navy Retired

"THE UNION BOYS HAVE HAD A GOOD THING FOR SEVEN

SWEET MUSIC

"To Upper Deck

Bells of the war are coming to a close. Our city's war is over.

There were some who said their strength was greater than the military. There were those who said their strength was not to be measured in the number of armed personnel at their disposal. There were those who said their strength was the will to win.

The shipowners did not make any advance. They did not even make adjustments for the betterment of wages. They did not make any advance in their demands. They did not make any advance in their policies. They did not make any advance in their attitude.

The bell of the war is tolling. It is tolling for all.

The bell of the war is tolling for all.

The bell of the war is tolling for all.

The bell of the war is tolling for all.

"To Upper Deck

Bells of the war are coming to a close. Our city's war is over.

The shipowners did not make any advance. They did not even make adjustments for the betterment of wages. They did not make any advance in their demands. They did not make any advance in their policies. They did not make any advance in their attitude.

The bell of the war is tolling. It is tolling for all.

The bell of the war is tolling for all.

The bell of the war is tolling for all.

The bell of the war is tolling for all.

"To Upper Deck

Bells of the war are coming to a close. Our city's war is over.

The shipowners did not make any advance. They did not even make adjustments for the betterment of wages. They did not make any advance in their demands. They did not make any advance in their policies. They did not make any advance in their attitude.

The bell of the war is tolling. It is tolling for all.

The bell of the war is tolling for all.

The bell of the war is tolling for all.

The bell of the war is tolling for all.
Black Gang Story

After Six Months In Orient

He Finds a Changed U. S.

Baltimore, Maryland, June 30, 1940.

Editor, "Voice of the Federation":

A few weeks ago I received a letter from an old friend of mine, a member of the United Labor Party in Philadelphia. He told me that he was going to the Orient for six months, and that he expected his outlook and way of thinking about things to be very much changed by the time he returned. He said that he had always been interested in the problem of labor and the struggle for social justice, and that he wanted to see how the workers of the Orient were fighting for their rights.

I was interested in his letter, and I asked him to send me a letter from time to time, telling me what he was seeing and hearing in the Orient. He has now written me two letters, and I am happy to say that he has been very much impressed by what he has seen and heard.

He has written me that the workers of the Orient are fighting hard for their rights, and that they are making progress in the struggle for social justice. He has also written me that the people of the Orient are very much interested in the struggle for labor rights, and that they are looking to the workers of the United States for leadership in this struggle.

I am glad to see that my old friend has been so impressed by what he has seen and heard in the Orient, and I hope that he will continue to write to me, so that I can keep informed about the struggle for labor rights in the Orient.

Sincerely yours,

[Your Name]

San Francisco Union Meetings

Meeting with the United Labor Party

San Francisco, California, June 30, 1940.

Dear Sir or Madam:

I am writing to you to express my appreciation of the work that you are doing for the United Labor Party. I have been very much impressed by the work that you are doing, and I am glad to see that you are making progress in the struggle for social justice.

I would like to make a contribution to the United Labor Party, in order to help you in your work. I would like to make a contribution of $10.00, which I would like to send to you as soon as possible.

I hope that you will accept this contribution, and that you will use it to help you in your work. I am very much interested in the work that you are doing, and I am glad to see that you are making progress in the struggle for social justice.

Sincerely yours,

[Your Name]
MCS Negotiations

June 26, 1940.

Mr. John Brown, President
American Federation of Longshoremen.

Dear Sir:

The full acknowledgment of your letter of June 14th.

In reply to your letter of June 26th we are in considerable doubt as to the

question of arbitration. We feel that the time is not yet ripe for any

satisfactory agreement, and that neither an arbitration agreement

nor any other method of settling differences with the members of

your organization will be acceptable to any organization.

Yet you demand it. All other

employers have offered wage

increases to your organization

for the past three years.

We have

been agreed to by the

membership of our organi-

zation to impose higher rates

and make other changes on

which we have

expected to act under the circum-

stances raised by Attorney General

reasons.

The railroading of the Bridges

company onto the waterfront

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

coast, in its statement of

intentions taken in morning,

June 16, 1940.

Prop.

HARRI F. Burke, Secretary.

MCS Longshoremen

(Continued from Page 1)

of your letter of June 14th.

of the letter to the Brotherhood of

Longshoremen, the railroading

of the Bridges company into

the waterfront industry, was

merely to the form of this

particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

cost, in its statement of

intentions taken in morning,

June 16, 1940.

Prop.

HARRI F. Burke, Secretary.

MCS Longshoremen

(Continued from Page 1)

of the waterfront

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,

was merely to the form

of this particular bill.

As you are aware, the

Marine Cooks and Stewards

Association of the Pacific

industry by the President and

the President's J. C. Braden,
Bridges Scopelat In Allen Hall Declares Coffee

Mr. A. E. Harding Secretary

President of the Sailors Union of Pacific,

411 South Hope Street

Los Angeles

Dear Mr. Harding:

I am writing to you as the President

of your organization for our vote on the

merger of the Allen Hill by the

Secretary, President of the Sailors Union

of Pacific. It is necessary that a decision

be made on this matter by the end of

the month of August.

I hope to see you at the meeting

of your organization to discuss this

important matter.

Very sincerely yours,

W. Willer.

Bridges Bill Gives Full Ahead Signal To Vigilantes

No. 68, San Francisco June 29.

Sir:

The following telegram was received

last evening via cable.

Telegram:

"Bridges proclamation in Los

Angeles, endorsed by the Japanese

American Citizens League, and

a branch hiring hall should not

be open to federal patronization.

SEATTLE—The Seattle

Protestant Committee declares that

the men working that vessel who

attended the meeting held in the

labor hall, are entitled to one

full round trip carfare each and

every day, regardless of resi-

dence, to Long Beach during the day,

and return, in honor of their

attendance at the meeting.

This award, it is decreed: (1) That

the men working that vessel were

entitled to the full round trip carfare

as above mentioned, and (2) That

the men working that vessel who

attended the meeting held in the

labor hall, are entitled to one

full round trip carfare each and

every day, regardless of resi-
dence, to Long Beach during the day,

and return, in honor of their

attendance at the meeting.

This award, it is decreed: (1) That

the men working that vessel were

entitled to the full round trip carfare

as above mentioned, and (2) That

the men working that vessel who

attended the meeting held in the

labor hall, are entitled to one

full round trip carfare each and

every day, regardless of resi-
dence, to Long Beach during the day,

and return, in honor of their

attendance at the meeting.

This award, it is decreed: (1) That

the men working that vessel were

entitled to the full round trip carfare

as above mentioned, and (2) That

the men working that vessel who

attended the meeting held in the

labor hall, are entitled to one

full round trip carfare each and

every day, regardless of resi-
dence, to Long Beach during the day,

and return, in honor of their

attendance at the meeting.

This award, it is decreed: (1) That

the men working that vessel were

entitled to the full round trip carfare

as above mentioned, and (2) That

the men working that vessel who

attended the meeting held in the

labor hall, are entitled to one

full round trip carfare each and

every day, regardless of resi-
dence, to Long Beach during the day,

and return, in honor of their

attendance at the meeting.

This award, it is decreed: (1) That

the men working that vessel were

entitled to the full round trip carfare

as above mentioned, and (2) That

the men working that vessel who

attended the meeting held in the

labor hall, are entitled to one

full round trip carfare each and

every day, regardless of resi-
dence, to Long Beach during the day,

and return, in honor of their

attendance at the meeting.
A Photographer Covers The MFP Convention

From These Sessions Came Your Federation Program For 1940

Here's part of the photographic coverage given the Maritime Federation convention by Louis McGhee, warehouse president at Astoria. At the upper left, Jay Sauers of ILWU 1-10, new secretary, rises to read a resolution. In the large photograph the new MFP executive board officers,—Walter Stack of the MFOW, Harry Hook of the Machinists' Local 68, Sauers and George Woolf of the Alaska Cannery Workers, President A. E. Harding, R. M. Hansen of the ACA, Joe Harris of the MCS, Trinidad Rojo of the Seattle cannery union, Andy Vigen of the Alaska Fishermen, and Jack O'Donnell of the MCS,—are inducted into office. At the upper right is Jack O'Donnell, re-elected vice-president of the Federation. Below Sauers is the retiring secretary, Bruce Hannnon, with Evelyn Warner, MFP office secretary. At the right is Revels Cayton of the MCS. Below Hannon is Stack of the MFOW. To the right are McGrath and Hannon, and further right, at the table, are Ernie Bowen, taking notes, Francis Fetzer and Victor Black of ILWU 1-13, and Ivan Stevens of Seattle. In the picture at the right is Joe Harris. At the lower left Henry Schmidt talks to the ladies, Miriam Dinkin of the King-Ramsay-Conner Defense Committee and Harriet Webster. The large photo shows a number of the Delegates. In the small pictures to the right are Board Members Bodine of Portland and Guy Cooney of the Portland Boilermakers. The picture of President Harding failed to develop. H. E. Boone of the Boommen and Rafters was absent when the picture of the officers was taken.

(The ships' page will be back next week.)