Employers Stall ILWU Negotiations
MFP, NMU Fight Shipowners’ New Blitzkrieg

What Real Unity Means
WE’RE HEARING more about unity again — unity in the labor movement. The Roosevelt Administration has doused off the word and handed it to Sidney Hillman of the National Defense Council and his sixteen-man labor policy advisory committee. Hillman has boosted the issue to its flag pole and the great search is on. Once more they’re looking under the beds, behind the furniture for this mysterious thing called “unity.” They are having a hard time finding it because most of them don’t even know what real unity looks like.

They ought to come to the Maritime Federation and enroll for a brief course of instruction on what unity is and how to establish it. We have had some of this unity and they’re welcome to look it over, see what it’s made of and how it is built.

Unity is not an Easter egg, a ghost, a patent medicine or a secret formula. It’s neither animal, vegetable or mineral. In fact, unity in itself does not even exist. Unity can only exist in relation to specific programs, policies or principles. Unity is strong or weak, depending on how strong or weak are the issues on which it is established.

Before you can have unity, you’ve got to have something to be united about. If the issues are vague, then the unity is vain and blown away like fog.

We’ve got unity in the Maritime Federation because it’s founded on solid, clear-cut issues. We got together and said: “This is what we want to do; this is our program; these are the things on which we unite.”

We did not assemble delegates in a hall, then make a motion, “Let’s have unity,” vote for it and then proclaim it to the world. There are many distinguished men in and out of labor who talk of unity from the soap box to the editor column, but who never voted a single issue on which unity is supposed to be based.

Mr. Roosevelt has frequently requested abstract unity in the labor movement, indicating he didn’t care what it was based on, just so it was unity. Sidney Hillman is again raising the issue of abstract unity in the interest of national defense.

Labadie is always united on those principles and anyone who says differently is a liar.

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The Federation Sponsors Art

ORGANIZE! UNORGANIZED!

The Maritime Federation Convention

Labor Wants No Part of This War!

Shipowners Exploit Stranded Men

New York — The problem of the thousands of American seamen who are now living in ports abroad is being given active attention by the men's unions here. A delegation of officials of the International Seamen's Union, which includes members of the American Seamen's Association, was in Paris last week to confer with representatives of the French seamen's union. The delegation was headed by George E. Keating, president of the American Seamen's Association, and included John W. Price, general secretary of the American Seamen's Association, and J. H. Smith, general secretary of the American Federation of Labor.

The delegation was met by officials of the French seamen's union, who are now in agreement with the American seamen's union on the question of the stranded seamen. The French officials are now preparing to send a delegation to the United States to confer with the American seamen's union on the question of the stranded seamen.

The American seamen's union has been active in the matter of the stranded seamen, and has been working for their release from the ports abroad. The union has been in touch with the American government, and has been working with the American consuls in the ports abroad to secure the release of the stranded seamen.

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ILWU Negotiations

(Continued from Page 1)

1. Recessing of ready goods gang of longshoremen.

2. Availability of goods to perform work and when needed, and reasonable return of truck and rail goods.

3. Elimination of artificial slowdowns or in any other manner, by any employer or agents for violation of the

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5. A specific provision in the agreement to the wages and benefits of employees.

6. Establishment of a joint court for the settlement of any grievances or disputes.

7. Full right of employees to enter into collective bargaining agreements with each other as may be desirable.

8. A specific provision in the agreement to the wages and benefits of employees.

9. Recognition of the employees as a labor organization.

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This is What Real Unity Means

(Continued from Page 1)

Hillman and his associates may be urging unity in itself to serve a larger cause. The move may bring about an increase in the wages of the workers by means of a well organized union campaign. If the workers do not do this themselves, the employers may do it for them.

The move is not a very recent development. The first step was taken in May of this year, when the workers went out on strike. The strike lasted for several weeks, and the workers finally won a substantial increase in wages.

In conclusion, the move is a significant one. It is likely to have a lasting effect on the wages of the workers, and it may also have a beneficial effect on the economic situation of the country as a whole.
**Voice** Advertisers

their time for the past three years. It is up to the LABOR to be.*

Witcher, Garfield 1904.

Carlo's Restaurant July 22,

and gave an excellent report on itself. Tears were running down

In the wholeheartedness in the ration for it, and the attendance

Over 125 tickets were sold, and

**Mariposa Crew Hits Bridges Bill**

SS Mariposa

July 15, 1940

The UNITED STATES needs a Bridges Bill, with the

REQUEST THAT YOU NOT TELL THE HARVESTERS

DEPORTATION ENGAGEMENT.

S. Cohn, A.C.C. Frank Guiles, T. Delphi, NCW.

S. Cohn, A.C.C. Frank Guiles, T. Delphi, NCW.

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SS Texada Crew Donates To Voice

Marine cooks and stewards and firemen got this week to contribute four boxes of the "Voice" copies sent to the ships each week.

Harry Luckenbach

Crew Aids 'Voice'

The M.U. crew of the Harry Luckenbach this week chipped in a total of $15.90 to help pay the printing and mailing of the "Voice" to its sailors.

Makiki Crew Sends You $17

Editor, "Voice of the Federation":

Following is a list of names of members of the crew of the Makiki which will be sent to you regularly, as well as copies of the "Voice" as a whole. We get details of important news that way. Enrolled find money order for $15.00.

Fred... H. MABRY.

SS Winona Donates $350 To Voice

The crew of the SS Winona this week contributed the sum of $350.00 with the request that it be used to help pay the regular mailing costs of the "Voice" sent to the ships each week.

A Fireman's Opinion

Quinn, L.A. Police And Employers

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Quinn Recall Ballot Out Next Week

The secretary announced Thursday night that in accordance with the constitution, the constable referred the ballot on the recall of J. Quinn, San Francisco, to the voters next Monday. The New York vote, taken the Thursday night, brought the result of that vote. Mr. Quinn voted in favor of the recall. This action, the secretary explained, established a status quo ante bellum, which was the only course open to him. The secret ballot was taken in the usual way.

MEOF Fights Conscription

Headquarters of the Marine Firemen unanimously condemned the government's decision to conscript under the new draft law on the ground "as un-American reification." The union pointed out that the bill is inconsistent with the tradition of "free enterprise," and that it is an attempt to fight Hitler with big business and is fighting with the American people. The President of the Congress and the President informed the action.

To Move Honolulu Branch Offices

Headquarters voted to move out of the SUP hall into the ILA hall, (2) We cannot get a lease on the basis of evidence and what he justly deserves. (3) We cannot use the old place in the marine firemen's treasury. (4) For these things he should be re-di-rected. (5) We are unable to pay the rent. (6) We have to give up the lease on the basis of evidence and what he justly deserves.

Heat Turned On to Free King-Ramsay Conner

Lieutenant-Governor Patterson, in the absence of Governor Olson, this week made a belated, verbal attempt to free six active leaders, King, Ramsay and Conner, who have been arrested in connection with the strike, but will recommend to the Governor that he take no action. I'm going to make an attempt to get the house to pass by the house that he will commute their sentences to escape the heat turned on to free King-Ramsay Conner.

During the recent Advisory Board meeting, a resolution was introduced by Mr. Conner, but it was defeated by a vote of six to one.

In New York, C. B. Riches, secretary of the National Council, launched a campaign to save the life of the man and the re-lease of the two leaders. The National Council has been working on the case for six months. The Defense Committee and the Defense Committee are asking for the release of the two leaders, but they have not been able to meet with the Governor.

In San Pedro, C. B. Riches, secretary of the National Council, launched a campaign to save the life of the man and the release of the two leaders. It is hoped that the Governor will not act on the case, but he has not been able to meet with the Governor.

On July 13, 1940, the San Pedro Lumberjacks, HILR, voted to end the strike and to permit the King-Ramsay-Conner strikers to return to work. The strike has continued for six months. The Defense Committee and the Defense Committee are asking for the release of the two leaders, but they have not been able to meet with the Governor.

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San Pedro Section

Employers Try, But Can't Find Slowdown in Pedro

BY PUBLICITY COMMITTEE, ILWU No. 5

San Pedro—the Labor Relations Joint Committee whose business it is to investigate the Employers' charges of slowdowns and picketings on the waterfront here on the Pedro front on Monday morning, as was anticipated, was unable to find anything to substantiate the Employers' charges.

The Committee's work is based upon the principle that in order to make an investigation, there must be actual slowing down of work in the sense that the identity of the work is lessened, or that the nature of the work is entirely changed, or that the number of workers is reduced, or that the time taken to do the work is increased.

According to a 1940 study of the Labor Relations Act, an examination of the complaints brought before the Board was found to be necessary in order to determine whether or not a fair and reasonable slowdown had occurred.

The Board's examination of the complaints brought before it was found to be necessary in order to determine whether or not a fair and reasonable slowdown had occurred.

The Board found that the employers had failed to prove the existence of a slowdown.

Employers' side of the story also reveals that there was an alleged slowdown by the union of longshoremen, which the employers claim is a violation of the Labor Relations Act.

Further, according to a joint study of the Labor Relations Committee, the employers have alleged that the union has not been operating in a fair and reasonable manner.

The study points out that the union has not been operating in a fair and reasonable manner.

The employers state that the union has not been operating in a fair and reasonable manner.

As a result, the employers are not willing to give up their claims of slowdown and picketing.

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STORY OF WEST COAST SHIP IN NORWAY

C. R. McCormick
Back On Coast

By HENRY F. BAKER
Radio Operator, SS Chas. R. McCormick

This is the story of the Charles R. McCormick's trip to Norway. We arrived in Bergen the evening before the invasion. We went ashore and went direct to the freighter. There were no submarines or anything of that sort. The American flag was flying high in the air. The people on the street were very friendly. The ship was at the dock and we walked aboard. The boat was very large and comfortable.

Join the Swiss (or Siamese) Navy and See the World

There was a day when American ships flew the American flag and were sailed by American seamen. That's all over now—the shipowners are busy selling our vessels out to every obscure nation in the world, with foreign crews to be shipped. Last year to go the boards:

Tanner Carver sold to the Swiss merchant
with headquarters in Zurich, Switzerland. It
doesn't matter to the U. S. Maritime Commission that Switzerland hasn't one inch of coastline—the deal will go through just the same.

Then the French ship owners sold to the government of Stani. That is the fourth West Coast ship to go Stani.

The moral of this is—join the Swiss Navy and see the world!

Admiral Williams

The One and Only Copra Burning Ship

When Firemen Mickey Wilson and Joe Abet went up to the Steamboat Inspectors office this week and asked to have “copra-burning firemen” added to their certificates the inspector called them a couple of gas heads and chucked them out.

But the inspector was wrong. The ship owners paid to have the certificates added, and the firemen were allowed to keep their jobs.

Join the Ship

The Swiss (or Siamese) Navy is recruiting firemen. They pay all the way from the Arctic to the Antarctic, and from the Equator to the Poles. The rates are high, and the work is easy. If you are interested, write to the Swiss Navy, P.O. Box 123, New York City.

British Cruiser Sighted

The picture was taken from the Charles R. McCormick in the North Sea was the vessel we were on at the time. We were sailing along in the English Channel when we saw the British cruiser. It was a beautiful afternoon and we were able to get a good view of the ship. The cruiser was a modern battleship and it was very fast. We were very impressed by its size and speed. We were able to get a good look at the ship and it was a beautiful sight.

Sailors Ship 99

SAN FRANCISCO—October 24, 1940—The ship owners have been advised by the Atlantic Marine Owners Association that the SS McCormick has been taken up to the London docks for repairs.

MFOW Turns Down Scandal Sheet

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Shower Water Too Hot to Bathe In

The ship owner of the Matthew Luckenbach, J. E. Smith, has been notified by the American Red Cross that his water supply is too hot to bathe in.

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