**CIO ELECTS MURRAY, PRESIDENT, VOTES FULL SUPPORT TO BRIDGES**

**Strike at Vultee Continues Solid**

WASHINGTON, D. C.—Pointing to the Vultee strike, Congressmen announced this week they will seek legislation to outlaw strikes in "national defense" industries.

By JACK ORE

Staff CIO Aircraft Organizer

LOS ANGELES—Attempts to settle the CIO strike at the Aircraft Corp. have come to no accord because company representatives have refused to agree with workers of the meeting Thursday—Thursday.

Robert W. Miller, company president, had insisted that there be an agreement made against striking during the life of the negotiations, he said.

In the negotiations, the CIO executives, led by Millis, Millis and Blankenship, met with company representatives, including W. H. Bowerman, plant manager, and T. W. Hovan, assistant to the general manager.

The CIO strike at the Aircraft Corp. has been going on for almost a mile before the plant and has affected thousands of workers.

Vultee Aircraft Inc. by hotel room negotiations seemed to reach a conclusion of negotiations, the CIO said.

"The Biltmore hotel in down San Francisco, was called originally when Vultee refused to meet the CIO. May the agreement exist within an area 30 degrees of our only weapon."

Here is the CIO Maritime Committee, which met prior to the CIO national convention, to take the place of Chairman Miller, Mr. Millis and Blankenship.

Australia Waters Unsafe

SAN FRANCISCO—Proof of the charges by maritime unions and the Australian waters, are unsafe for seamen, have been made by a telegram from the Secretary of War.

sent by an energetic correspondent, who received the following telegram from the Secretary of War:

"This will have a tremendous effect on the national labor relations board."

The War Department is also demanding the return of all striking seamen and the settlement of all industrial disputes in order to give the CIO a fair and equal chance.

**New President of the CIO**

Joe Curran Elected Vice President, Delegates Lay Down Militant Program

ATLANTIC CITY—The CIO convention in its closing sessions Friday, November 23, unanimously approved full support to Harry Bridges, in a resolution which read:

"the attack upon him as an attack on organized labor."
Lewis Urges National Maritime Convention Adopts Program

Atlantic City, N. J.—"The existing unaffiliated CIO unions should give serious consideration to the question of their amalgamation into a strong national union," John L. Lewis, president of the CIO, declared at the opening session of the CIO Convention here this week.

"This is necessary," he declared, "because only by such action can we face the critical industrial situation in the United States and fill the vacuum left by the abrupt and precipitate break-up of the American Federation of Labor."

"It is evident," he continued, "that the CIO, and the unaffiliated unions, must come together as one to meet the situation."

Referring to the "industrial war" now raging in the nation, Mr. Lewis said: "The situation resembles that prevailing during World War I, when the unaffiliated unions first became active in this country.

"We have a munitions industry, a war production program, and a situation which demands the utmost efficiency, patriotism, and cooperation among all workers in the nation."

"The only way," he declared, "in which we can maintain the emergency industries with the maximum of efficiency is to unite the workers in these industries into a single national union, and to give our whole energies to the task of turning out the maximum of war matériel for defense against our enemies.

"This plan is the only one which can meet the situation."

Mr. Lewis said that the CIO has organized 10,500,000 workers in 13 industries, but that "it is evident that we have not made enough progress to meet the needs of the nation in the emergency." He said that the CIO must "set ourselves to work to unite the workers in the unaffiliated unions in this great war."
Seattle-Northwest News Section

CIO Decision on Dispute in Washington Council

ATLANTIC CITY, N. J.—Representatives of CIO unions in the state of Washington submitted March 1 an application to the National Labor Relations Board asking that the question of a wages dispute between local 1-62 in Annette Island, Alaska, and the United States government be referred to a special referee. The application, which was filed with the National Labor Relations Board, is the result of a request by the union for a determination of the appropriate terms of the dispute. The union has previously filed a charge with the National Labor Relations Board alleging that the government has violated the terms of the dispute. The application states that the government has failed to meet the requirements of the dispute and that the union has the right to be heard on the merits of the dispute.

New ACA Magazine "msg" In the Mail

NEW YORK.—The first issue of "msg", a new magazine devoted to the American Communications Association, CIO, was mailed this week to every radio operator in the American merchant marine. (Cat. by ACA News.)

Support New Bill

SEATTLE—Extension of public health services over commercial fishermen contained in a bill submitted by Senator L. E. Shepherd (N.D.) brought warm congratulations from the Seattle Industrial Labor Union Council.

Fisherfolk Hold Convention

SEATTLE—Delegates representing 2,500 members of the Puget Sound district unit of the United Fishermen's Union held their annual convention on Monday night at the Maritime Building.

Non-Partisan League Report on Elections

WASHINGTON—Analysis of late election returns by Labor's Non-Partisan League demonstrates that labor's stand for a strong state and congressional combination did not pay off in the most explicit forms. However, the campaign did result in a number of victories for labor candidates. The league is considering future tactics in light of these results.

Overnight Pay Out

PORTLAND—Naval officers in charge of the harbor in Portland, Ore., have been asked to pay out overtime to all marines employed in the harbor. The request was made by the Portland District of the American Federation of Labor. The union has been negotiating with the navy for the past several weeks over the question of pay out for overtime. The agreement was reached after a series of meetings with navy officials.

Ten Million Americans Couldn't Vote

Eight states have poll taxes which bar more than 10,000,000 Americans from voting and which provides a system whereby anti-labor congressmen are returned to office year after year with but a few thousand votes of the property owners.

Page Three

Saturday, November 23, 1940
The CIO Convention On Unity in Labor's Ranks

THE actions of the national CIO convention on the question of unity have come as a movement in itself has been getting a classic misrepresentation in the commercial press.

One would think that the only reason we don't have unity is that John L. Lewis personally didn't want it.

Actually, the CIO convention took unanimous action in support of the only logical step possible for unity that honest union leaders could put forward.

It was a step that was ready and willing anywhere and anytime to discuss unity with the AFL—on a basis where the AFL would come in.

As Lewis himself said: "The CIO... repeatedly has offered to meet the American Federation at any time, on any question, upon any issue, in any place, upon any reliable basis, which would not destroy trade unionism or the American way of life, in any way whatever."

Furthermore, the CIO convention membership becomes a part of the American Federation of Labor, and that charter of affiliation by granting the CIO to each and every union which no valid objection has ever been accepted, has been accepted.

But is this any more than this?

William Green declared in New Orleans at his convention that the AFL had been offered unity—that the eight original CIO unions could come back into the AFL, and then the remaining 36 CIO unions would be dissolved.

In other words, the CIO Auto Workers would be divided into the 30 different crafts in the industry, and so would the steel workers and the rubber workers and the textile workers and the coal miners and the auto workers and the shipboard workers of the east coast and the west coast seamen (the ISU for them) and so on down the list, the remaining 36 CIO unions would be dissolved.

This phony unity proposal of Green's has but one real purpose behind it. It is to plant a permanent wedge between the AFL and the CIO, to make the AFL, the CIO out on the one side.

Why do politicians and industrialists who hate and fear unions ask now for unity among workers? Is it because these politicians and industrialists want a movement that has been growing fast and growing? Is it because they want another group to bear the brunt of the social and economic change of our times? No, it is not.

Nor is it because they want a new list of demands from the workers.

It is because they want a labor movement that is logistically organized into smaller units that will be easier for them to handle.

It is because they want a labor movement that has a split membership that will be easier for them to handle.

It is because they want a labor movement that is ready for just about anything that the present CIO movement would be ready for, but will not, because of the split of the membership, be ready for what the present CIO movement would be ready for.

Or is it because they want a labor movement "unified" around Bill Green and his policies and their program of less wages, less jobs, less security.

These politicians and industrialists who about "unity" want split unionism are the same people who want to break up the CIO, who want to make the CIO what they pretend to be against, to dominate the CIO, to make the CIO what they make the AFL when they pretend to be against.

This, the CIO auto workers, this, the CIO steel workers, these are the same people who want to break up the CIO, who want to make the CIO what they pretend to be against, to dominate the CIO, to make the CIO what they make the AFL when they pretend to be against.

Let's face it, the world is not in need of "unity". The world is in need of change. The world is in need of unity. The world is in need of something better than the AFL-CIO split, in need of something better than the present.

The CIO Convention has moved in the right direction. It has proposed unity as a means of getting on with the struggle for unity. It has moved in the right direction.

And if they fail to become a part of the American Federation of Labor, and that charter of affiliation by granting the CIO to each and every union which no valid objection has ever been accepted, has been accepted, they should be split up into the 30 different unions in the industry, and so would the steel workers and the rubber workers and the textile workers and the coal miners and the auto workers and the shipboard workers of the east coast and the west coast seamen (the ISU for them) and so on down the list, the remaining 36 CIO unions would be dissolved.

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**LS 1-0**

**San Francisco, Nov. 23—There is such an unbelievable struggle in the 1934 strike, Fraternally yours,** Brother Speaks Up

**San Francisco, Nov. 23—**

"You know what these are good for? ..." said Edward P. Thompson of the MCS and SUP aboard the Pennsylvanian.

We wish to thank the Voice for the fine job of protecting unionism and unity on the Pacific Coast and hope you keep up the good work.

Fraternally yours,

**Brother Speaks Up**

**President**

**V. O. Rigg**

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**V. O. Rigg**
**New MFOW Hall At Honolulu**

SAN FRANCISCO—Headquarters of the Maritime Firemen's Organization, under newly elected officers from Agent Stanley Smiley, announced that the MFOW would take another hall, across the street from its present location.

The new hall which has been purchased for the MFOW and will be known as the New MFOW Hall at 800 Mills Bldg., has all necessary equipment and is to be used for the MFOW union headquarters.

**NMU Inland Boatmen's Division Expanding**

NEW YORK—Recent negotiations by the National Maritime Union have brought to nearly 5,000 the total of inland boatmen and allied workers now protected by union contracts in various parts of the nation where they are employed on both short and long hauls.

For the inland boatmen's division, where wage increases of various kinds and numbers have been granted to nearly 2,500 men, another long haul is in prospect.

As a result of the union's activities in the Illinois, Wisconsin, Missouri, Minnesota, Iowa, and Wisconsin River districts (the river, he is also known as), wage increases have been granted by a number of steamship companies, which have been forced to pay higher wages to keep their crews in uniform.

The wage increases were secured by the union through the negotiation of new contracts with the companies, who have been forced to grant these increases in order to maintain the standard of living of their employees.

**ACMA Criticizes New Board**

Potential Danger in Recent FR Action

NEW YORK—The following statement was made by the Atlantic Cooperative Maritime Association, which represents the interests of the longshoremen on the East Coast.

"The recent action of the Board of Examination, in the case of the Steamer Sans Souci, has been a serious blow to the interests of the longshoremen on the East Coast. The Board has refused to grant a raise to the longshoremen on the Steamer Sans Souci, which is owned by the American Steamship Company. This action has been taken in order to keep down the wages of the longshoremen on the East Coast, and to prevent them from securing a fair wage for their work. The ACMA is opposed to this action, and will continue to fight for the interests of the longshoremen on the East Coast."

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**MEOA Issues Pamphlet**

SAN FRANCISCO—Marshall, February 21, 1940.

The MEOA, the Marine Engineers' Service Organization, has issued a pamphlet entitled "The Navy's Way of Life," which sets forth the benefits that can be derived from membership in the organization.

The pamphlet states that the MEOA is the only organization that provides full life insurance coverage for its members, and that it also offers a number of other benefits, including a pension plan, medical and dental benefits, and a retirement plan.

The pamphlet also contains information about the qualifications for membership in the MEOA, and the procedures for joining the organization.

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**Howz Shippin'**

SAN FRANCISCO—November 20, 1940.

The President's speech was given in the course of a convention of the Marine Engineers' Service Organization, which meets in San Francisco.

The President's speech was on the subject of the safety of ships, and he urged the engineers to continue to work for the improvement of safety measures.

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**Headquarters' Notes**

SAN FRANCISCO—The regular meeting of the Board of Directors of the MEOA, held last week, was highlighted by the announcement of a new member, who was elected to the Board.

The new member's name was not announced, but it was said that he had a long and distinguished record in the marine engineering field.

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**Notice to Seamen**

ACMA News

1-DAY SERVICE

Notice to Seamen:

**Notice to Seamen**

ACMA News

1-DAY SERVICE

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**RITZ CLUB BAR**

**SUPERB PIES AND CAKES**

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**Notice to Seamen**

ACMA News

1-DAY SERVICE

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**Notice to Seamen**

ACMA News

1-DAY SERVICE

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**Notice to Seamen**

ACMA News

1-DAY SERVICE

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**Notice to Seamen**

ACMA News

1-DAY SERVICE
San Pedro

Ships 21

SAN PEDRO—The following ships listed off the San Pedro Marine Cooks Union last week and have returned to sea.

San Pedro Ships 21

San Pedro

Ships 75

SAN PEDRO—The following ships listed off the San Pedro Marine Cooks Union last week and have returned to sea.

San Pedro Ships 75

Frisco Ships 31

SAN FRANCISCO—Frisco ships that went out of the MC&S last week were: Frisco ships 31.

Frisco Ships 31

Seattle Ships 75

SAN FRANCISCO—Seattle ships that went out of the MC&S last week were: Seattle Ships 75.

Seattle Ships 75

Portland Notes:

Although the vote was taken late last week, the ship company is ready to accept the results of the vote.

The Portland waterfront vote was won by the union. The vote was 105 to 35 in favor of organizing the shipyard workers.

Pres. Cleveland

The union was informed that the shipyard workers would be allowed to organize and that the vote would be counted.

Ask Protests On Anti-Labor Bills

San Francisco—MSC officials are officials of all shippers to the following American legislation which was passed into law last week by the Congress of the United States. MSC officials have urged all labor organizations to protest:

Ask Protests On Anti-Labor Bills

Notice to Draftees

MSC headquarters calls on all men to notify the MSC to be included in a draft.

Notice to Draftees

Highlights at Marine Cooks’ Headquarters

SAN FRANCISCO—The following was the regular order of business held Thursday, November 16, of the Marine Cooks & Stewards for the week ending November 13:

Highlights at Marine Cooks’ Headquarters

San Francisco News Up and Down Coast

San Francisco—Here’s news from the branches and what’s going on up and down the coast:

San Francisco News Up and Down Coast

MSC Candidates For All Offices

San Francisco—Following is the list of candidates in the Marine Cooks and Stewards, who are running for various offices in the union.

MSC Candidates For All Offices

Schooner Strike Contract Signed By Cooks

SAN FRANCISCO—Following is the agreement made between the Marine Cooks and the schooner owners with the new manning scale, which will affect about twenty steam schooners.

Schooner Strike Contract Signed By Cooks

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Page Seven
NEW APL SHIP ARRIVES ON COAST

Mary D

Back From Petropavlovsk

SAN FRANCISCO—The Mary D has just returned from a trip to an outport of the Soviet Union on the Kamchatka Peninsula.

The Mary D is 162 feet long, 40 feet wide, has a draft of 16 feet 7 inches, and carries a crew of 56 men. It is the first vessel of the Inter-American Lines to arrive at the Port of Seattle.

The Mary D was chartered by the U.S. government for use as a hospital ship during World War II. It was returned to the Inter-American Lines in 1945 and is now operated as a regular passenger and cargo vessel.

The Mary D is scheduled to make several voyages to ports in the Soviet Union and other countries in the Pacific.

The Glory Hole on the North Sea

President Jackson

Increased Manning Scale Demands Are Made

SAN FRANCISCO—The American President Lines' President Jackson arrived here Monday, November 23, on her maiden voyage from Vladivostok.

The President Jackson is the first of the new APL ships to arrive in the United States. The ship is scheduled to make several voyages to ports in the Pacific.

The President Jackson is 502' long, 63' wide, and has a draft of 32' 5". It carries 96 passengers and 21 crew members.

The ship is equipped with the latest in navigation and communication equipment. It is also equipped with a new type of lifeboat that is designed to be more seaworthy and easier to handle in rough seas.

The President Jackson is expected to make several voyages to ports in the Pacific, including San Francisco and Los Angeles.

The ship is scheduled to arrive in San Francisco on November 23, and will depart for Los Angeles on November 24.