Protests

"Give ILA Break" Says Hillman

SANTA MONICA — Sidney Hillman, at the time a vice president of the United Mine Workers, was in conversation with Wayne Morse, a senator from Oregon, and said of the ILA, "Give the ILA a break!"" Hillman told the senator.

Morse was at the hearing held on the question of the ILA contract with the shipowners. This was the first meeting of the labor board, and Morse is one of the attorneys for the ILA in the case.

Hillman said that the ILA should be given a chance to negotiate a new contract, and that if the ILA does not get a new contract, it will be difficult for the ILA to continue to represent the seamen.

Schooners Run Away

SANTA MONICA — The schooners run away, according to Leiserson, the attorney for the ILA. He told the board that the ILA should be given a chance to negotiate a new contract, and that if the ILA does not get a new contract, it will be difficult for the ILA to continue to represent the seamen.

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Where Was Lundeberg in The Schooner Strike?

The Schooner Strike was one of the most significant labor battles of the 20th century. It was fought between the ILA and the shipowners over the right of the seamen to organize.

The strike lasted for several months, and it was one of the first major labor battles in the United States. The seamen were supported by the ILA, and they were able to win a significant victory.

The ILA was able to negotiate a new contract for the seamen, and it was able to win a significant victory. The ILA was able to negotiate a new contract for the seamen, and it was able to win a significant victory.

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Memorandum Reveals Plot to Destroy Unions

Inside Story of Merchant Marine Association Given

SAN FRANCISCO—Efforts to push the entire seagoing personnel of American ships into the naval reserve and thereby smash unionism among American maritime workers, have been revealed in an inside story of the Merchant Marine Association given by H. H. Perry, Western Electric.

Perry, who is also chairman of the committee on legislation for the Amencan Federation of Labor, says the Merchant Marine Association was formed between March 17 and 18, 1939. It is an organization for the purpose of taking the ocean-going personnel of American ships into the naval reserve, and thereby destroying labor unions.

The organization is being backed by the United States government, and is in close cooperation with the United States Shipping Board. The organization is also in close cooperation with the Amencan Federation of Labor, and is in close cooperation with the Amencan Bar Association.

The purpose of the organization is to undermine the power of labor unions, and to destroy the influence of the United States government in the field of labor relations.

The organization is being financed by the United States government, and is in close cooperation with the United States Shipping Board. The organization is also in close cooperation with the Amencan Bar Association.

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San Pedro Section

San Pedro Auxiliary
ILWU Benefit Ball

SAN PEDRO—The Ladies Auxiliary of ILWU local 1-13 is giving a grand benefit ball at the Galen Club on Friday, December 13, at 8 p.m., it was announced by Mrs. F. A. Evans, chairman of the ILWU's 1-13 dance committee.

Standard Contracting Corporation will furnish the decorations and arrangements will be in charge of Mrs. J. E. Goff. The dancing will start at 9:30 p.m. and will continue until 1 a.m. The orchestra will be the Big Band of the San Pedro Dam Project.

The lucky winner may receive the Ladies Auxiliary of ILWU local 1-13's engagement to the 12th annual San Pedro Christmas Bazaar.

Dockwreiler named a dozen men to key positions in the office of the ILWU

Dockwreiler named a dozen men to key positions in the office of the ILWU, according to A. I. Bray, the ILWU's president.

The men were named to do the job of the office of the ILWU, according to A. I. Bray, the ILWU's president.

San Pedro Report on Contract

On the longawaited contract, the San Pedro area will see a number of improvements, the ILWU announced. The contract, effective immediately, will provide for an increased wage of 10 cents per hour, a 10-cent increase in the cost of living allowance, and a 10-cent increase in the cost of living allowance.

The contract also includes a provision for the establishment of a workers' council, which will consist of 10 members, five appointed by the ILWU and five appointed by the employers. The council will meet monthly to discuss matters of mutual interest.

Seattle-Northwest News Section

New IWA President

The Seattle chapter of the IWA has elected Leland Street as its new president. Street was chosen over three other candidates, including William Smith, who had been the previous president.

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Rap Persecution of Fougourese

BY RAY W. BROWN

Champion Defender of Fougourese

PORTLAND—The omission of labor has again selected a prominent labor leader upon whom to vent their relentless and diabolical tactics of persecution.

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Where Was Lundeberg in The Schooner Strike?

(Continued from Page 4)

dumbs down on strikes in so-called defense industry. Lundeberg sat back in the hopes of cashing in on the struggle of the other unions.

The refusal of the SIMP and MOMP officials to bring their unions into line with clear orders of splitting the unity of the maritime workers of the Pacific coast.

In the results of the 1936 strikes, if some of the unions had sat out and boldered they were "locked-out" and weren't on strike.

But the strike was well under way, Lundeberg recognized the rank and file of the seamen were catching the MTFW, the MOWA, the MEBA all the work, maintain all the picket lines, all the talks that went on.

The rank and file recognized that Lundeberg was splitting the unity of the maritime unions.

Lundeberg's Phonie "Unity"

Lundeberg was little maneuver as a smoke screen. He called for a "unity" meeting on the schooner strike. And at this "unity" meeting he proposed that the Firemen, the Marine Cooks, the Seamen, the MOWA, the MEBA all the work and then take advantage of it.

As Secretary Marshal of the MFWO said, the proposal was an all-out attempt to split the strike movement.

But neither Lundeberg nor Mayes were willing to join the strike. They thought that even if they didn't, the Firemen and the Marine Cooks and the seamen unions did all the work and then take advantage of it.

As Secretary Marshal of the MFWO said, the proposal was an all-out attempt to split the strike movement.

There is no question but that all of the maritime unions had made considerable progress, the most important program, all of the unions could have gotten more gains.

But how could the three unions that were really fighting for gains expect to get anywhere by limiting themselves to the do-nothing, wishy-washy policy of a couple of union officials that called a strike.

When the Firemen and the Cooks went out, Lundeberg said the strike was an effort to embarrass the administration. We've done our work. But when the strike turned it down.

There is no question but that all of the maritime unions had made considerable progress, the most important program, all of the unions could have gotten more gains.

But how could the three unions that were really fighting for gains expect to get anywhere by limiting themselves to the do-nothing, wishy-washy policy of a couple of union officials that called a strike.

That's why this strike was a real job.

A job has to do is defending the bill now in congress calling for abolition of strikes in so-called defense industry. I know the job to do because there aren't very many politicians in Washington that will do it for labor.
Galvin, Summers Deny Quinn Machine Tieup

San Pedro

Editor, Voice of the Federation

About three weeks ago, an article in the V.O.I.C.E, under the heading of "Contract in San Pedro," states that the Carcellers' Union had a contract with the San Pedro Machine Tool Company to purchase four new machines in San Pedro.

The contract calls for the purchase of four new machines to be made by the San Pedro Machine Tool Company. The contract states that the machines will be delivered to the Carcellers' Union within 90 days of the signing of the contract. The contract also provides for the payment of $2,500 in advance by the Carcellers' Union.

In a letter to the editor of the V.O.I.C.E, the Carcellers' Union states that they are not in agreement with the contract and that they are considering legal action to have it nullified.

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Five Dollars Donated by SS Coloradoan MC&S

Five dollars for the Voice of the Federation was donated by John C. Wells and William R. Huard.

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Arkansas College Raided

Editor of the Voice:

Arkansas College has been raided.

This is a matter of great concern to the Voice of the Federation.

If we can never accomplish anything, there must be an end to it all.

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'Moves Toward War' Hit, Draft Protection Sought

SAN FRANCISCO—The Marine Firemen's Union last Thursday night at its regular business meeting passed with unanimous vote two resolutions dealing with sale of American merchant marine to Britain.

One of the resolutions points out that sales now being made by the War Department in violation of the Merchant Marine Act of 1917 and 1924 are dangerous to American seamen.

The other resolution, in strongly protest against the sale, states that the War Department has sent men to a commission to be held in New York to consider the sale of American ships.

In the resolution on reservation it is pointed out that meaning of the act is that the Secretary of the Navy and the Secretary of the Interior have no authority to sell or convey American merchant vessels to British subjects.

The resolution says that the sale would be detrimental to the security of the country, and that the draft law should be used to secure American merchant marine for American ships.

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SITTINGS

Reports of the Founding of the MC&S along the coast are as follows:

Seattle Branch Notes:

The report from Seattle has it that the boys have been buying up as much beer as they can get their hands on. The Union realized that the People's Dues was still in the Yank's pocket and will cash in on the changes in the union's name. The union has arranged to get additional supplies to the members of the northern branch. The report of Agent Ball included the highlights of the general local and resolution condition.

May I say in closing that the efforts of the women's branch to organize and become so strong that the group is able to make it effective were using all the time of our officials negotiating for the Sulphur company.

San Pedro Notes:

The report from San Pedro deals with the last week's events. Local unions were under a lot of pressure as the police were getting close to the situation. The union's efforts to organize and become effective were being used up. Many of the members in the Seattle branch are now entering the union.

Frisco Ships 279

SAN FRANCISCO—The Maritime Congress of San Francisco voted November 15 to continue the strike on the Frisco for a month.

Xmas Fund Growing

SAN FRANCISCO—The Xmas Fund in the San Francisco branch has increased to $10,000. The credit union on the President Coolidge has been under the care of Mr. H. W. K. Smith company.

Greetings to UCPAWA

SAN FRANCISCO—Greetings to the UCPAWA from the President Coolidge on the President Coolidge.

In Seattle Hospital

SAN FRANCISCO—The following MC&S brothers were in the S. F. Hospital in Seattle: J. L. Lewis and R. J. Lewis.

Report On The CIO National Convention

SAN FRANCISCO—Reports from the coast to the CIO national convention were officially received by Mayor Thomas Taggart of Atlantic City, President of the AFL, on Tuesday, November 18. The convention was called to order by the President, R. A. F. Burns, at 12:30 P.M. and the following reports were read:

Delegates Return

PORTLAND—The following delegates returned:

R. A. F. Burns, President CIO.

Honolulu Ships 12

HONOLULU—The following ships were in port:

Frisco Ships 279

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In Frisco Hospital

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San Francisco—The Grace line's new C3 freighter Flying Cloud pulled into port this week from the north after having left 8,000 tons of freight which it picked up at South America last trip.

The Flying Cloud in new hands shoule' do some of those tasks. The vessel was built at a cost of $3,000,000 and was completed last year. It is equipped with the latest machinery and is one of the most efficient vessels of its class.

San Francisco—The Maun- posa pulled back into port from the Orient.

As far as the crew goes it was
profitable but unsafe. The ship
owners today are gaining a
profitable but unsafe business,
according to Commander K. H. Goodman, the Pacific Shipper's representative, as a result of its recent trip.

"The mercenary attitude, the
profit motive, the indifference to
safety, are the chief reasons for
the unsafe business. This is
false economy, this is false
safety. The crew should be paid
more, their duties should be
made easier, their working condi-
tions should be improved."

San Francisco—Next week --
San Francisco—Another New Ship

"A Bernard, on the West Coast Ship Line, took the picture
on the last trip of this from Boston on route to
west coast. Note dangerous conditions—gray not secured.

The crew is making sure that the ship is a safe one.
A breeze can make a difference and in general not in a ship-shape condition.

SS Mariposa

Back Home From 'Mercy' Trip

SAN FRANCISCO—After a three months trip the Mariposa, back from the Orient.

As yet no announcement has been made of the departure of the Mariposa from the Orient.

The vessel encountered rough weather which drove it to seek shelter in the Pacific Ocean.

San Francisco—The Mariposa is back in port after a three months trip to the Orient. It is now making ready to depart on its next voyage.

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