San Francisco—Send-off for the greatest organizing drive in California's history was keynoted last week-end by State CIO Director Harry Bridges in a talk to 250 CIO members of the California state executive.

Jay Sauers, Maritime Federation of San Francisco, said that the CIO will not split the welfare of the people.

The convention took a firm recognition of the Pacific.

Bridges said that the CIO asks for Ford and NLRB vote.

He added that the CIO acted against the withdrawal of the auto workers from the CIO program, by the CIO Auto Workers for separate port agreements.

The convention took a firm vote calling upon the American people to "be said that the CIO will not split the welfare of the people."

"We are in a battle to see who can promise the American people more aid to Britain—Roosevelt's other recent appointee, Smith, one of the original Atlantic union officials said, will provide the United States Supreme Court, the ILA local 19 was the first local recorded against the agreement."

Tolls, too, and we take them all."

"He is going to Judge you on every issue. We wanted to be able to go to the public with a shop contract containing a 1 per cent wage increase, plus a flat pay raise of two dollars a week, as the First World War."

"The involvement formula of British propaganda—she tells our labor organizations ready to extend a man's going to join his trade union, but we never got our money back."

"We are not going to allow any group, whether in California or anywhere else, to get by without a shop contract containing a 1 per cent wage increase, plus a flat raise of two dollars a week."

"The CIO program is not going to change."

"We want to call your attention to the fact that the CIO and the AFL have been fighting for the same basic principles."

"The CIO is going to fight for the CIO program, by the CIO Auto Workers for separate port agreements."

"Recognizing the close association between the CIO and the AFL, we want to call your attention to the fact that the CIO and the AFL have been fighting for the same basic principles."

"The CIO is going to fight for the CIO program, by the CIO Auto Workers for separate port agreements."

"The convention took a firm vote calling upon the American people to recognize the fact that the em-
Admirals, Shipowners Discuss Naval Reserve For All Seamen

Bare History of Merchant Marine Association Plan

SAN FRANCISCO—Details of a plot to form the United States merchant marine association, printing veiled in a billion dollar memorandum, was told this week the VOICE prints the story of the creation of a new association by Capt. James Warren Baldwin of the Fairfied Company, chairman of the county association, and President F. A. Wieland, who is also chairman of the association for the state of California.

There was also presented a Captain Baldwin, who was representing the Fairfied Company, and Mr. Wieland, who was presenting the association for the state of California.

In the story of the creation of the association, Mr. Wieland said that the Fairfied Company, in conjunction with the state of California, had planned the association for the state of California, and had arranged for the printing of the memorandum.

Mr. Wieland said that the association was to be a national association, and that it was to be based on the state of California.

He said that the association was to be a national association, and that it was to be based on the state of California.

In conclusion, Mr. Wieland said that he was satisfied with the association, and that he was looking forward to the time when it would become effective.

C. B. R. Haagen, Jr., of the Fairfied Company, who was present, said that the association was to be a national association, and that it was to be based on the state of California.

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Ship Bought to Aid Spain Refugees

SAN FRANCISCO—The United Spanish American committee has announced that a ship has been purchased to take Spanish and international refugees from France to Mexico.

Today, of men, women and children who have been forced to leave their homes, 600,000 will be reached in the next few days, according to the committee.

The ship, the SS. San Francisco, was purchased from the Spanish government, and is expected to arrive in the United States within the next few weeks.

The committee has been working for several months to secure the ship, and has now succeeded in raising the necessary funds to purchase it.

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San Pedro Section

Big CIO New Year's Eve in Los Angeles; Urge Attendance

By E. L. BOWEN
Promoted 20/2 at 1-10

Now that the national CIO convention is over, we have been elected to replace our present officers and get the CIO movement going. We are planning for the future and are looking to what you can do for the movement.

General Cargo

In the movement in general, we have succeeded in furthering public recognition of labor by the CIO movement. We have demonstrated that organized labor can contribute to the economic well-being of the nation by providing better wages and working conditions for the workers. We have shown that the CIO movement is a force for social progress and justice. Our success is due to the efforts of all those who have worked hard to support the CIO movement.

In addition to the gains made by the General Cargo Division, we have also made significant progress in other areas such as education, health care, and social security. We have worked to ensure that these gains are sustained and expanded upon.

In conclusion, I would like to thank everyone who has supported the General Cargo Division and the CIO movement. Your contributions have been crucial to our success. Together, we have made a difference and we will continue to work towards a better future for all workers.
No New Deal in New Labor Board Majority

THOSE who have been saying that the New Deal is dead certainly have a good piece of evidence in the ruling made this week by the newly-created majority of the national labor relations board. This ruling grants the ILA’s a hearing on its demand that it be certified as the bargaining agent for longshoremen in the Port of San Francisco. Yes, the labor board now is willing to force the longshoremen into separate unions.

The vote in the board was two to one. President Roosevelt’s newest appointee, Dr. Harry A. Mills, joined with unconfirmed appointments by the president to the board, William Leinster, to overturn Board Member Edwin S. Smith. The majority could not agree to alter that previous New Deal days of the administration in Washington, along with J. Warren Madden, late of the National Manpower Board, and Donald Wakefield Smith, whose position was taken by Leinster.

In making its original ruling granting legality to the longshoremen’s union, the old board had foreseen that if longshoremen were permitted to act as a coastwise unit, the old board heard evidence piled up by longshoremen representatives that it was utterly correct.

The intimate relations of the shippers on a coastwise basis was far from negligible.

Only if this kind of evidence has been made invalid by new events has the board the right from the standpoint of the workers’ welfare to reconsider that position. That the shippers act as a unit in handling their labor relations on a coastwise basis is a fact. That they will be allowed to do so is a fact.

The Voice cannot see wherein a single factor that led to the entire coastwise situation is except in the direction of greater unity of action on the part of the shippers.

This new decision is certainly a “new deal,” but it was definitely made in the interest of the shippers.

If any members of the ILA on the Pacific Coast see anything to lose in the as a result of legions—their interest in seeing that the ILA will be just as strong as it has always been. This is the last chance in the history of the ILA to do something to prevent the coastwise unitization of the longshoremen.

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Inlandboatmen’s Union

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because we’re human, too;

As you and you and you.

Because we’re human, too;

And food of better grade.

D -deck a lot

C -deck a lot

Meeting — lst and 3rd Tuesday

Meeting — 2nd and 4th Wed-

Thursdays, 7 P.M., Honolulu

1510 22nd Ave.

SAN PEDRO

Fireman’s Letter on

A Strikebreaker

San Francisco.

Editor Voice of the Federation:

The other day I was reading the December 6 issue of the

Herald of Labor, and there was an article by Norman Perry, which makes the San Francisco

The caption was, "Fireman’s Letter on A Strikebreaker.

The article is about a fireman who was fired for refusing to work on a strike. The fireman, John Doe, wrote a letter to the editor of the Herald of Labor, in which he explained his reasons for refusing to work on the strike, and how he felt the company was wrong to fire him.

The letter begins:

"To the Editor of the Herald of Labor:

I am writing this letter to You: Please publish this letter so that people can read about what happened to me. I was a fireman for the West Coast Sailors Labor Union, and I was fired for refusing to work on a strike.

I am sorry that you had to go through all this, but I feel I have the right to refuse to work on the strike. I believe in the union, and I believe in the workers who are striking.

The company has been working us hard, and they have not given us a fair chance to make a living. I feel that the company is wrong, and that I have the right to refuse to work on the strike.

I am sorry that you had to go through all this, but I feel I have the right to refuse to work on the strike. I believe in the union, and I believe in the workers who are striking.

Sincerely yours,

John Doe"
Official Marine Firemen News Section

How Scores of Seamen Lost Their Lives

New Ships
U. S. Shipyard To Build Fleet
SAN FRANCISCO—On top of all the wholesale selling of American ships to foreign interests and the continual losses into the merchant marine by the army and navy, reports are out that sixty cargo ships will be constructed in this country for the British Ministry of Shipping.

Sage Brush
Mess Room Midships
SAN FRANCISCO—On speaking of the latest news from the President’s Dispatch, the Federation is currently working to improve conditions for the members of the merchant marine. The following demands have been made:

- Additional working winches for cargo handling
- New type of door closers for toilet and washroom doors
- Provision of coffee; that bedbugs be exterminated
- Stainless steel sinks for oilers’ foc’sle (for suit washing)
- Hurling: one, Palo Alto, San Francisco
- Provision of bald for workers

Lona Luckenbach
Joint Demands Made by Crew
SAN FRANCISCO—At a recent meeting of the Lona Luckenbach, the following joint demands were made:

- Firemen’s, oilers’, and wipers’ quarters be cleaned
- Additional working winches for cargo handling
- New type of door closers for toilet and washroom doors
- Provision of coffee; that bedbugs be exterminated
- Stainless steel sinks for oilers’ foc’sle (for suit washing)
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This is the freighter South Park, tied up at a dock in Detroit, after the great storm which swept the Great Lakes contrary to which three season have been lost. The NMU is rapidly achieving 100 per cent organization of Great Lakes routes.

Headquarters’ Notes
SAN FRANCISCO—The regular meeting of the MFOW Thursday, December 5, was called to order at 6:30 p.m. at the Martin Hotel. Brother O. B. Olsen was elected chairman, and G. W. Parry recording secretary.

The following business was transacted:

- A motion was made and seconded to accept the last report of the committee to review wages. Ninety-six voted for a two-year agreement.
- A motion was made and seconded to extend the present agreement by a show of hands. Ninety-one voted for the same.
- A motion was made and seconded to extend the present agreement by a show of hands. Ninety-one voted for the same.

Minutes of the last meeting were read and approved.

ORDER OF BUSINESS
1. rollout of the minutes of the last meeting
2. President’s grandfather
3. Joint Demands
4. Committee reports
5. Old Business
6. New Business
7. Adjournment

Motions were made and seconded, carried.

Minutes were read and approved.

Meeting adjourned at 6:45 p.m.

Report on Welch Case
San Francisco, Calif., November 2, 1940

U.S. Attorney Thomas W. Welch, under the direction of the Attorney General, has filed a bill of particulars charging a number of seamen with criminal embezzlement in connection with the theft of $10,000 from the treasury of the San Francisco Waterfront Organization and $10,000 from the treasury of the Marine Firemen’s Union.

No action has been taken as yet by either of the organizations, but it is expected that the matter will be brought to a conclusion as soon as possible.

American Mail Ships
San Francisco, Calif., November 2, 1940

The American Mail Line has announced that it will employ only seamen who are members of the Marine Firemen’s Union or the Waterfront Organization.

The following seamen have been employed:

- J. McLeod
- W. Johnson
- R. Brown
- H. Smith
- T. Miller

These seamen have been recruited from the ranks of the Marine Firemen’s Union and the Waterfront Organization.

In Seattle
Grand Hotel
1 Market St. — 14 Embassies

Five years 100% Union

Barrel House
BB

Women’s Auxiliary No. 1
1209 Market St.
San Francisco, Calif.

Cooperative Daily
Dairy Lunch
7 MARKET ST.
San Francisco

Wonderful Box Lunch includes
Pork, Ham, Cheese, Chicken, Roast Beef, Sausage, Bread, Wedding Cake and Fruit, and

Always Open

Harbor House
BB

Women’s Auxiliary No. 1
1209 Market St.
San Francisco, Calif.

On New Schedule

The Maritime Men’s Favorite

Scottish Rite
Meeting Temple Association
1290 Sutter St.

Halls
Suitable for Seminars, Lodges and Affairs

Oldway 1362

Professional Directory, S. F.

Portland

Gladstein, Grossman, Margolis

San Francisco, Calif.

Attorney-at-Law

Eagle Building
800 Millis Bldg.
San Francisco, Calif.

Albert Michelson

Attorney-at-Law

Attorney-at-Law

Frank Ovitz

San Francisco, Calif.

Belle Type Writer Co.

320 Market St.
San Francisco, Calif.

Dairy Lunch

French Market

The Union Hall, 1209 Market St.
San Francisco, Calif.

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MC&S News Up Down The Coast

SAN FRANCISCO—Here are the reports of the MC&S branch from along the coast.

East Coast—West Coast

Overtime Due

MC&S Members

SAN FRANCISCO—The MC&S members in this area have been working overtime recently in connection with the transfer of the SS Oregon from the Navigation company to the San Francisco Steamship company. During the past six months a number of our members have helped with this transfer.

Chairman: Well, that's about it for this week's update. I'll see you soon.

Seattle Ships 56

BEATLE—The following jobs were worked this week for the MC&S in Seattle:

- Ship's cook: $45.00
- Steward: $35.00
- Navigator: $50.00

East coast and west coast got together at the recent national CIO convention and Brother J. C. Donovan was elected a member of the national executive board. Donovan was a strong advocate of amalgamation into a single union.

Two More Repudiate MC&S 'Slate'

SAN FRANCISCO—Two more members of the Maritime Cooks and Stewards of America have repudiated the slate of candidates for the upcoming election.

The report and recommendations of the Amalgamation Committee were sent to the board of directors for approval.

Overnight

SAN FRANCISCO—This week's reports from the various branches of the MC&S are as follows:

- East coast branch: $250.00
- West coast branch: $300.00

Honorees From the MCS Headquarters

SAN FRANCISCO—The regular meeting of the Maritime Cooks and Stewards was held Thursday, December 5, with Brother J. N. 'Shorty' Skidmore holding the gavel as chairman.

The meeting got off to a good start with the reports of the various branches. The report from the west coast branch was especially informative.

The report from the east coast branch was also interesting, particularly the information on the transfer of the SS Oregon.

The meeting adjourned with a vote of thanks to the officers and members of the MC&S for their hard work and dedication.

Discrimination In Draft Net

By R. L. LEMMEL

SAN FRANCISCO—Following the revelations in an earlier meeting of the Maritime Cooks and Stewards, the MC&S has decided to enter the draft net issue with the utmost determination.

A draft board representative has been appointed to monitor the proceedings and ensure that all members are given equal opportunity.

The meeting got off to a good start with the reports of the various branches. The report from the west coast branch was especially informative.

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The meeting adjourned with a vote of thanks to the officers and members of the MC&S for their hard work and dedication.

Fraco Ships 162

SAN FRANCISCO—The following reports from the various branches of the MC&S were presented:

- East coast branch: $250.00
- West coast branch: $300.00

MCS Consider CIO Resolution

SAN FRANCISCO—The Maritime Cooks and Stewards of America has decided to support the CIO resolution on discrimination in the draft.

The resolution calls for the CIO to take action to end the practice of discrimination in the draft.

Chairman: Well, that's it for this week's meeting. I'll see you soon.

Set Dec. 26 Alien Restriction Limit

WASHINGTON—Earl G. Harris, director of alien registration for the United States, has announced that the alien restriction limit will be lowered from December 20, 1941, to December 26, 1941, for registration of aliens in the United States.

Failure to register before the close of business on December 26 will result in the alien being placed on the restricted list.

Set Dec. 26 Alien Registration Limit

WASHINGTON—Earl G. Harris, director of alien registration for the United States, has announced that the alien restriction limit will be lowered from December 20, 1941, to December 26, 1941, for registration of aliens in the United States.

The Alien Registration Act of 1924 requires all aliens to register with the United States government.

Failure to register before the close of business on December 26 will result in the alien being placed on the restricted list.

San Pedro Notes:

A good many ships are in port making the work quite a busy one.

We're busy here; if you can give us the correct time if you can give us the correct

Total Shipped     19
Registered Cooks    2
Mess crew     2

Total Registered In Hall   90

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Tragedy on the Lena Luckenbach

Quartermaster Runs Amok

Kills Two Seamen

By SPENCER DAY

SAN FRANCISCO—Last Sunday in the port of San Pedro the Lena Luckenbach was the scene of one of the most tragic events to happen on this coast, when Third Mate Ted Gordon, 30, and Deck Engineer William Koepp, 37, were shot to death by the ship's quartermaster, Karl Solberg.

The circumstances leading up to the shooting came when Solberg had an argument with another and asked him to put separate two watches in order to avoid the question of relaying each other at watch.

It seems that Solberg missed watches and also relieved late. As a result of the argument, Solberg walked into the mess and shot and wounded late. The captain asked him to put one more watch and also relieved late.

The injured man was told to sleep when the chief mate grounds him, and took the gun to kill "Dutch" and Tex Gordon, 52, and Deck Engineer William Koepp, 37, were shot to death by the ship's quartermaster.

The quartermaster shot Solberg and asked him to put in the meantime, Solberg opened the mess and shot and wounded late. In the meantime, Solberg opened the mess and shot and wounded late. In the meantime, Solberg opened the mess.

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Schooner Oiler Frisco

City of Flint

Ships Collide

On the forecastle, the ship's oiler was in collision with the City of Flint, the company's oiler, and the same was reported.

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