Murray Demands
Jobs; Vultee
Strikers Defended
BALTIMORE—Philip Murray, CIO p resident, last week called for “real national unity of farmers and workers around a program of higher wages and increased em ployme nts.”

The Vultee aircraft strike, stemming from the low wages the strikers received, illustrated the need for a united program. The company is exceptionally low as a percentage of the total cost of the aircraft. The strike closed the company’s plants on October 12 for a three-day period.

“Vultee workers have shown that they will not accept a reduced standard of living,” Murray said. “The company is making a profit at the expense of the workers. They are not able to live like human beings.”

More Labor
In Defense—Murray
WASHINGTON—CIO President Philip Murray this week presided over a thoroughgoing of the United States nation al defense committee.

The committee met to discuss the national defense program and the need for increased production. Murray emphasized the importance of the program and the need for a united effort to achieve it.

“Without the continuous effort of all workers,” he said, “we will not be able to provide the nation with the arms and equipment it needs.”

“National unity is the key to our defense,” Murray added. “We must work together to achieve our goal.”

Longshoreman Tells How
Matson Paid for Spying
HONOLULU—The Matson company paid spies to denounce and disorganize the longshoremen’s union, it was revealed in a detailed confession of the Matson agent who made public this week by longshore leaders.

The Matson company is engaged in a longshoremen’s strike in Honolulu, and the agents have been accused of paying spies to disrupt the union.

“Matson paid for the spies who denounced us,” said the Matson agent. “They paid for the spies who spread false rumors and caused trouble.”

“Matson has been paying spies to disrupt the union,” he added. “They have been paying spies to denounce us.”
Longshoreman Tells How Matson Paid ForSpying

(Continued from Page 1)

They were to be in the boat five or six days. I didn't know how long they were to be there. I thought if they were to be there five or six days, that was long enough. I didn't think it was right to spy on people.

Mr. Longshoreman said he understood that Mr. B. had informed Mr. Moffatt that he would not try to report the incident.

The meeting was adjourned.

Secretary Burke of MCS in Statement

SAN FRANCISCO—The following statement was issued by Secretary Burke of the Marine Cooks and Stewards Union:

"I regret to say that the Matson Line has again started a new phase of espionage against the workers on the Pacific Coast. The Matson line has always been known as a seamen's line and has always treated the workers fairly. However, the Matson Line now appears to be changing its policies."

The statement went on to say that the Matson Line had been accused of espionage in the past, and that the workers on the Pacific Coast were determined to stand up against such practices.

Longshore Election in Hawaii

(Continued from Page 1)

Mr. Longshoreman said he was not surprised by the outcome of the election, as he believed the workers were well informed and had a clear understanding of the issues involved.

The meeting was adjourned.

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Longshore Year Comes to End

By PUBLICITY COMMITTEE B1-10

SAN FRANCISCO—The first anniversary of the strike is being observed throughout the country. The strike began on December 23, 1939, and ended on December 22, 1940. It was the largest strike in the history of the United States and is credited with having a major impact on the economy.

The strike was called by the International Longshoremen's Association and the United Seamen's Union, and was supported by a number of other labor organizations.

The strike was settled on January 25, 1941, when the two unions agreed to a labor agreement that provided for the establishment of minimum wages and working conditions for longshoremen.

The strike was a major victory for the workers and is remembered as a symbol of the power of the labor movement.

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The statement went on to say that the Matson Line had been accused of espionage in the past, and that the workers on the Pacific Coast were determined to stand up against such practices.

Seamen Condemn Bill To Out-law Strikes

NEW YORK—The National Maritime Union condemned the Smith bill, outlawing strikes by seamen, as a violation of the Constitution and as an infringement on the rights of seamen.

"The bill is a violation of the Constitution and it is a violation of the rights of the seamen," said Captain John B. Kelly, president of the National Maritime Union.

"The bill is an attack on the rights of the seamen and it is an attack on the rights of all workers," said Captain Kelly.

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San Pedro Section

Seek to Raise Tuna Wages

SAN PEDRO—A call for a conference to discuss higher fishing wages for the longshoremen and warehousemen was made by Local No. 37 of the International Fishermen & Allied Workers Union of America, AFL-CIO, at its meeting in the offices of the union, 852 eighth street last Saturday, November 23.

CONSIDERATION of the higher wages was one of the two resolutions adopted by the union. The other was a protest against the recent decision of the Los Angeles bureau of the International Fishermen & Allied Workers Union of America, AFL-CIO, to remove the radium workers from the radioactive area for the duration of the trial.

The resolution on wages was introduced by William J. Schmidt, president of Local No. 37, and was adopted by a show of hands.

Schmidt stated that the union had been unable to secure an agreement with the tuna companies for the raise of wages and that the conference would be necessary to bring about a settlement.

Smith Anti-Strike Bill Protestant

SEATTLE—In the strongest language the Seattle CIO Council this week condemned the Smith anti-strike bill and urged its members to support the protest against the bill.

The council said that the Smith bill, recently enacted, would do a complete job of Hitlerizing this nation of the American people.

The council also called for a national mass demonstration against the Smith bill and urged its members to attend the demonstration on December 20.

The council further said that the Smith bill was a direct attack on the rights of American workers and that it would be defended by all progressive labor organizations.

IWA Wins Boosts in Wages

SEATTLE—Negotiations initiated by the CIO International of Longshoremen and Warehousemen and the Pacific Coast longshoremen and warehousemen's union ILWU, were completed last week and resulted in a wage increase of five cents per hour for IWA members.

The wage increase is retroactive to December 1 and will bring the average wage to $4.50 per hour.

The council also announced that the union had agreed to a permanent labor contract with the companies.

Beef on Sacked Coal

SEATTLE—CIO Catholic Worker, a committee of the CIO, has concluded in cooperation with the Catholic Worker organization to organize a strike against the company which has sacked coal.

The strike is to begin on December 25 and is expected to last for three weeks.

The council also announced that it had reached an agreement with the company on the issue of the strike and that it would be settled in a friendly manner.

Call for Commonwealth Federation Convention

The Commonwealth Federation (CIO) convention situation several weeks ago was described by the council as "world-wide in its scope and significance." The council further said that it was in the best interests of the working people and the working class to have a federation of labor organizations.

The council also announced that it had accepted the proposal of the CIO convention to hold a meeting in Seattle in February.

The council further said that it had decided to send a delegation to the CIO convention to represent the CIO Catholic Worker.

Seattle CIO Condemns Attacks on Bridges

SEATTLE—Support for Harry Bridges was expressed in a resolution adopted by the Washington District Council of the Maritime Federation of the Pacific, in which J. J. Smith was exonerated on the CIO leader, it was announced this week by Joe Harris, president of the council.

The resolution said that the Smith anti-strike bill was a direct attack on the rights of American workers and that it would be defended by all progressive labor organizations.

The council further said that the Smith bill would be defeated by all progressive labor organizations and that it would be defended by all the workers of the world.

Demand Retention of Johnson Act, Protest Use of Navy as Convoy

SEATTLE—Possible use of the United States navy as convos for British or American use was deplored by the CIO at a meeting of the council in Seattle.

The council further said that it was in the best interests of the working people and the working class to have a federation of labor organizations.

The council also announced that it had decided to send a delegation to the CIO convention to represent the CIO Catholic Worker.

Citizen United Press

Portsmouth, Va., Dec. 28—(Cable to the Press)—The CIO council has announced that it will hold a meeting in Seattle in February.

The council further said that it had accepted the proposal of the CIO convention to hold a meeting in Seattle in February.

The council also announced that it had decided to send a delegation to the CIO convention to represent the CIO Catholic Worker.

The council further said that the Smith bill would be defeated by all progressive labor organizations and that it would be defended by all the workers of the world.
By A. E. HARDING
President of the Maritime Federation of the Pacific

The unveiling of the world's largest ship, the "Queen Mary," is a significant event that marks the arrival of a new era of ocean transportation. This magnificent vessel, a symbol of American ingenuity and maritime prowess, exemplifies the nation's commitment to maintaining its global maritime presence. With its impressive design and advanced technology, the "Queen Mary," as mentioned by A. E. Harding in the article, holds a place of honor in the maritime history of the United States, serving as a testament to the nation's dedication to innovation and excellence in sea commerce.

The "Queen Mary" was not just a ship, but a symbol of progress and progressiveness. It represented not only the physical advancement of maritime technology but also the social and cultural evolution of the time. The ship's construction was a labor of love, reflecting the collective efforts of thousands of skilled craftspeople and engineers. It stands as a reminder of the importance of teamwork and dedication, two values that are crucial in any endeavor, especially in the field of maritime commerce.

Moreover, in the context of the Article, the "Queen Mary" serves as a timeless reminder of the role of maritime trade in the global economy. Its launch signifies the everlasting importance of seafaring in facilitating international trade, fostering global connectivity, and propelling economic growth. As we look towards the future, it is essential to remember the value of the "Queen Mary" and the principles it embodies, to continue to support and cherish our maritime heritage, while also embracing new technologies and trends that will shape the maritime landscape of tomorrow.

In conclusion, the "Queen Mary" is more than a ship; it is a symbol of progress, dedication, and the continuous strive for excellence in the maritime industry. Its story is one that merits reflection, as we navigate through the challenges and opportunities of the modern maritime landscape.
Urges One Great Industrial Union

December 30, 1946, S. Virginia, New York

Editor Voice of the Federation:

I happened to hear, the other day, that there has been a lot of talk about unity with the seamen. Many resolutions have been passed by our locals calling for the election of three representatives to that great step of unity. But that is all the further it got—the passing of the resolution.

I have been talking about the cost with the shipowners. The industrial unionism will surely be swallowed up by the big black machine.

We have been talking unity for a long time. We should not let the waters be so swelled up by the sea that the shipowners will be able to get the benefit fully.

We are trying to elect three representatives to get the benefits rightly due us. We are trying to do this by the immediate election of a committee of three to start organizing toward this end.

HARLEY KRAMER

Trying To Locate Another Seaman

Editor Voice of the Federation:

The Editor would like to publish an announcement of a John Swartz who would like to get in touch with the Editors of the Ship.

Editor Voice of the Federation:

We have been talking unity for a long time. We should not let the waters be so swelled up by the sea that the shipowners will be able to get the benefit fully.

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HARLEY KRAMER

What’s The Answer

Editor Voice of the Federation:

VOL. 92, No. 23
EDITORIAL OFFICE
177 Oregon Ave., San Francisco

S. Mariposa Stewards Contribute $42 to Voice

Editor Voice of the Federation:

We have been in the CIO for the last five years to weld all our group affairs, the decision to organize was made this week by the King, Ramsay, Conner

King, Ramsay, Conner

Donations Made

Acknowledgement of receipt of $42 from the stewards of the S. Mariposa to the Voice.

A Union of 150,000 Maritime Workers

Editor Voice of the Federation:

A union of 150,000 maritime workers—WOW! That’s a tremendous step forward. It will multiply our strength, our power.

Thanks from King, Ramsay and Conner

Editor Voice of the Federation:

We have been in the CIO for the last five years to weld all our group affairs, the decision to organize was made this week by the King, Ramsay, Conner

Attend Your Union Meetings

Editor Voice of the Federation:

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Support the Voice

Editor Voice of the Federation:

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Frank P. Walcott, Bldg., Supt.

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**MC&S Program on Industrial Unionism**

To Protect Wages, Must Organize One Strong Union!

SAN FRANCISCO—The regular meeting last Thursday, December 13, was called to order by Brother P. L. Tull as acting secretary-treasurer.

A standing vote was taken on the report of the Ad Hoc Committee on Industrial Unionism, as outlined in the resolution adopted at the recent convention of the CIO maritime unions.

The meeting adjourned at 4:30 p.m., having been well received.
American Star

Crew Wins in Refusal To Eat Carbon Dust

BY LOUIS (Red) LINCOLN

HONOLULU.—On October 24, 1940, the American Star (Salmon Belly) attained a notability which its mother company was prepared to write up in the special Christmas edition, "Friday" supported the VOICE of the Federation in its stand for the national defense. It was the first time in the history of the American Star that the crew had dared to refuse to eat carbon dust. An alert steward, Louis Canales, made the move to bring honor to the ship and the Federation. The crew's decision to refuse carbon dust during cooking and cleaning was due to the refusal to put up with the policy of feeding carbon dust to the men. The decision was made after the crew was informed that carbon dust was being used as a substitute for food items. The crew took a stand against the use of carbon dust as a substitute for food and refused to participate in the practice. The move was supported by the VOICE of the Federation, which recognized the crew's decision as a significant step towards the national defense. The crew's decision to refuse carbon dust was a testament to the crew's dedication to the national defense and their commitment to putting an end to the use of carbon dust as a substitute for food items.