

**SECURITY
IN
UNITY**

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. II

NEW YORK, N. Y., TUESDAY, DECEMBER 31, 1940

446

No. 23

FIRST NEW YORK S.I.U. MAN CALLED BY SELECTIVE SERVICE

Brother Sidney Bernstein, SIU No. 6577, was the first known seaman in the Atlantic District of the Seafarers' International Union to be drafted into the Army this week. The brother was about to sail on the S.S. Pipestone County on the African run, when the draft papers were served on him. A permit to sail was refused upon his request. He is expected to leave for an Army camp at the end of January from the port of New York. The Draft Board which handled his case did not pay much attention to the seamen's argument for deferment on the ground that trained seamen are essential to the operation of the merchant marine, the so-called "first line of defense." Although the brother is not allowed to sail, the Draft Board has not, naturally, made any other provisions to help him gain his livelihood.

Manila Reports:

Raiders Make Pacific Unsafe For Shipping

Extension of European warfare to the Pacific is reported in a dispatch from Manila to the New York Times on December 30. According to the same dispatch at least fifteen ships of British, Netherlands and Norwegian registry have disappeared in Asiatic Pacific waters recently. On the other hand, four German cruisers are known to be operating in the Southern Pacific between Australia, the mandated islands and Manila and the coasts of China and India, the Times report states.

From all indications, these dan-
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Heavy Fog Causes Accidents in Port Of New York

Heavy fog over the Christmas weekend caused several marine mishaps, at the same time as it stopped all air travel for 28 hours. The tugboat Robert H. went aground early Sunday morning at Oyster Island near the Statue of Liberty, and remained there for six hours until she was freed by high tide. In the afternoon the Pennsylvania Railroad tugboat Baltimore narrowly missed hitting the S.S. Acadia of the Eastern Steamship Co., coming up the East River more than five hours late on the trip to Boston. Swinging to Manhattan in order to avoid a collision with the Acadia, the Baltimore, with four empty barges lashed to her, ran into the barge Jack Scully, which was tied up at East Seventy-fourth Street. The Scully and two barges were damaged.

Calif. Labor Bucks State Aid to Fink Training Ships

Acting on a resolution presented by Charles F. May of the Masters, Mates and Pilots and seconded by Harry Lundberg of the Sailors Union of the Pacific, the California State Federation of Labor's Executive Board voted on December 15 to go on record opposing any further appropriations to the California Nautical Academy and to eliminate it altogether if possible. The step taken by California labor against the fink training schools is of national significance, worthy of emulation by organizations everywhere.

The reasons enumerated by Captain May in the resolution which brought about this action, while dealing with California conditions, apply equally as well to the fink training ships and their management by the Maritime Commission everywhere. Because of their universal application we bring Captain May's arguments below:

Schoolships Are Obsolete
First, the state schoolships are

of obsolete design and have but the slightest resemblance to modern ships. Only by the greatest stretch of the imagination can they be designated as training grounds for an experienced personnel.

Money Wasted

Second, the cost of maintaining these schoolships is out of all
(Continued on Page 4)

Tanker Manned by American Crew Sunk Off African Coast

Washington Reports:

President Maps Big Drive In Shipbuilding

President Roosevelt will soon propose, an authoritative Washington source said this week, that the United States construct a great number of merchant ships at high speed to offset the heavy inroads made by Nazi planes and submarines on Britain's "lifeline." It is to be a building program "reminiscent of that under which ships were built in record time during the World War." Details were not disclosed.

The United States now has about 2,000,000 tons of merchant shipping, of which 1,291,204 represent the active and laid-up fleets of the Maritime Commission. With most of these craft obsolete in design, that Federal agency has since the beginning of 1938 started the construction of 179 new transocean vessels, comprising the first major addition to the merchant fleet since the World War.

Of these, 54 have been completed and are in service. A total of 181 new ships is under construction in all yards at present. The additional construction is said to come on top of the order for 60 freighters recently assigned by the British to shipbuilders in this country.

Commission Orders "Embargoes" Voided

The Maritime Commission, acting after "embargoes" on cargo between the North Atlantic and Gulf ports had been declared by the Agwi and Cyde-Mallory lines, issued an order requiring these companies to cancel their "embargoes."

In the report accompanying the order, the commission found that an "embargo" is an emergency measure to be resorted to only when there is congestion of traffic or when it is impossible to transport freight offered because of the physical limitations of the carrier. No such condition had been shown by the companies concerned, and therefore their action was held to be "unreasonable."

NOTICE TO ALL AGENTS

Permit No. 3542, issued to one A. LANDRY, is to be revoked. All Agents and members are to be on the lookout for this man!

Sinking of Charles Pratt Shows Danger to Seamen and Need of Adequate Bonus on Foreign Runs

While the shipowners refuse to pay American seamen an adequate bonus on the African runs on the grounds that a belligerent zone is not involved, a striking example of the dangers seafaring men undergo on these trips was revealed this week with the sinking of the tanker Charles Pratt, manned by a U. S. crew, off the coast of West Africa!

Two of the crew are known definitely to have met their deaths. As yet, the Panama Transport Company, owners of the vessel, have not disclosed their names, nor the exact circumstances surrounding the tragedy. The whole affair, although involving a ship under Panamanian and not U. S. registry, is shrouded in secrecy. No doubt the ship-owning interests are concerned about the possible repercussions from this affair and anxious to hush it up, so that their profits will not be hurt.

The tankers of the Panama Transport Company, a total of three of which have been sunk this past year, were part of a group transferred by American owners to foreign registry because of the banning of U. S. shipping from belligerent waters by the Neutrality Act.

Law "Not Involved"

The Neutrality Act also prohibits American citizens, including seamen, from entering combat areas on foreign ships without express permission of the State Department. However, according to the New York Times of December 28, 1940, "in this instance it appears that no law was violated because West Africa is not within the prescribed area."

Pretext for Profiteers

That the dangers for seamen
(Continued on Page 2)

M.C. Program Boosted with Eye To Naval Reserve

With the transfer of considerable American tonnage to Great Britain, an extension of the Maritime Commission's shipbuilding program was announced as "necessary" this week. Accordingly the program is to be amended to go far beyond the original schedule of 50 new vessels per year.

A "C-4" Type

In addition, a new type of vessel is to take its place in the
(Continued on Page 3)

Firemen Rebuff Phoney "Unity" of C.P. Stooges

By resolution of the national convention of the Congress of Industrial Organizations, held recently at Atlantic City, a concerted effort is to be made to merge existing waterfront groups of the CIO and lay the ground for a "national industrial union" of maritime workers. Taking advantage of this resolution, the Communist Party stooges on every coast are drumming up their usual type of "unity" drive—which aims not so much at unifying workers for action against the operators as at the disruption of all such organizations as do not submit to C. P. control.

On the West Coast, stooges in the Marine Cooks and Stewards (CIO) were picked to launch the move, with the end in view of clubbing the independent Marine Firemen, Oilers, Watertenders and Wipers into line before lining up additional pressure to converge on the militant Sailors Union of the Pacific for some fancy wrecking activity. According to latest reports, however,

the Firemen have refused to bite.

MFOW Statement

In a statement issued to the press this week, the MFOW declared that maritime labor needed "a few months of peace and quiet" more than it needed the "national seamen's union" proposed by the stooges in the M. C. and S. They reaffirmed their intention of remaining independent
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Happy New Year!

To all members on the Seven Seas and in every port, the Seafarers' International Union of North America and the "Seafarers' Log" extend the heartiest wishes for A HAPPY NEW YEAR!

The past year has seen a gratifying growth in membership and a steady improvement of conditions for seamen under the SIU banner. May the coming year be inspired with the same militancy and devotion—with the spirit that will make the SIU second to none as a union steadily wiping out economic enslavement among the men who sail the ships.

Let's resolve to build the union stronger than ever in 1941!

Paypatriotism That Pays

Although the "defense" program has only just got under way, profits in some of the "defense" industries are already sky-rocketing. According to "Standard Statistics," an impartial research bureau, here is the situation in the steel industry:

During the first nine months of 1940, United Steel increased its profits 460 per cent over the same period last year. Youngstown Sheet and Tube shows a 300 per cent gain; Bethlehem, a 262 per cent gain; Republic Steel, 226 per cent; Allegheny-Ludlum, 427 per cent.

But topping them all is, of course, the biggest open-shopper and anti-labor agitator of them all: Ernest Weir and his Weirton Steel Co., with a gain in profits of no less than 2130 per cent!

In the aircraft industry, although the percentages are not quite so sensational, they nevertheless show the same tendency towards super-profits: 83 per cent for Curtis-Wright; 206 per cent for Douglas Aircraft and 217 per cent for Glenn-Martin.

According to the experts, all these fabulous profits will escape the so-called "excess profit" tax enacted by Congress, notwithstanding President Roosevelt's assurances that the "defense emergency" must not be permitted to spawn a lot of new millionaires. The "Wall Street Journal" declares that the provision of the law permitting corporations to claim a deduction of eight per cent on their entire capitalization will be a perfect "out" for all but a few conservatively capitalized concerns. The capital of most concerns is "watered."

Is it any wonder that these great paypatriots holler "sabotage" of "national defense" every time a few working stiff take action to strike for a couple of extra cents an hour in order to make ends meet? "Sabotage" of super-super profits is what these "paypatriots" really mean!

Postscript on Morgan Line

Last week we commented on the declared dividend of the Southern Pacific Company (Morgan Line) as an example of how needless the NMU officialdom's solicitous concern for the shipowners' welfare actually is. Here is some more information on the same subject culled from the press:

"Measured by ton-miles, the Southern Pacific Company moved more freight in 1940 than in any other year, A. D. McDonald, president, said yesterday." (N. Y. Times, Dec. 27).

Only a reduction in freight rates in recent years, Mr. McDonald explained, prevented the company from realizing an income \$50,000,000 higher than the peak year of 1929. And Moosejaw thought a \$2.50 monthly increase for the seamen would land the shipowners in the poor-house!

Seafarers' Log Honor Roll

S.S. SCOHARIE	\$22.80
S.S. DEL RIO	20.25
S.S. BAYOU CHICO	16.00
S.S. CATAHULA	3.65
S.S. CAMOR	6.05
L. Anderson	1.00
Joe Michaels	1.00
H. Johnson50
Ira Ashe50
Total	\$71.75

More About

Tanker Manned by American Crew Sunk off Africa

(Continued from Page 1)

off the African coast — and for that matter, in nearly all Atlantic and Pacific waters these days — are just as serious as in the area "prescribed by law" is made ever more obvious by such tragedies as that of the Charles Pratt and the City of Rayville, sunk in Australia a few weeks ago. Thus, the law serves not as the safeguarding measure for which it was allegedly intended, but as a pretext by means of which the war-profiteering shipowners can risk the lives of American seamen without even a thought of adequate compensation.

SIU Pointed to Dangers

The Seafarers' International Union has pointed out this situation from the very beginning, only recently again in the case of the Robin Line ship "Algic," where a Federal "conciliator" joined the shipowners in minimizing the dangers off the African coast. Only by the most tenacious efforts has the SIU been able to raise the bonus for these runs from 25 per cent to 33 1/2 per cent and finally to a flat \$1 per day.

NMU Obstacle

Further efforts to increase the bonus and make for adequate compensation will not be spared by the union. One of the major obstacles in the way of progress in this direction, however, is the fact that the leadership of the National Maritime Union does not budge an inch to get better than the 25 per cent bonus which ships under its jurisdiction have been obtaining on these highly risky runs. The NMU officialdom was responsible for establishing that ridiculously low bonus rate on the East Coast at the very beginning, when they double-crossed SIU representatives in a joint conference with the shipowners in Washington in the fall of 1939. They remain responsible for this miserable condition as long as they retain the 25 per cent on their ships!

Unity Requires Action

A great deal has been heard about "unity" from the big-mouths in Curran's office. Certainly unity of the seamen is necessary to achieve real progress in the matter of the bonus as well as in regard to other dangers threatening union seamen as a whole. But the "unity" cries of the NMU Pilot and the "national officers" would be taken far more seriously by seamen if they took a few practical steps in the direction of at least bringing the bonus rate on their ships up to SIU standards.

As for the Seafarers, the tragedy of the Charles Pratt will only serve as a spur for us to get greater protection for the men under the militant banner of this union!

GREETINGS FROM THE CANNERY WORKERS ON THE WEST COAST

Editor, Seafarers' Log:

We the members of the Fish Cannery Workers Union of the Pacific, affiliated with the SIU, wish all Seafarers a Merry Christmas and a Happy New Year.

TOM ALLEN,
Business Agent,
Richmond, Cal.

Employers Phoney "Poll" Beats Drums for Longer Hours

There are many "public opinion polls" making the rounds which are supposed to show what people are actually thinking. The fact is that in most cases, these "polls" are run in order to have people think as those who run that particular racket want them to think. Striking proof of this fact was given by the presidential elections last Fall, when most of these "scientific" polls just flunked completely in predicting all kinds of majorities for Willkie.

ARGUMENTS BEHIND POLL

Now there is a poll being run by the Elmo Roper Organization, which also acts for "Fortune" magazine, which "shows" that 57 per cent of the people are for longer hours because of "national defense."

According to this reasoning, "defense" production is so short-handed that it is necessary to have the individual worker work more than forty hours a week in order to meet schedules. But what are the actual facts?

WHAT REAL FIGURES SHOW

According to the statistics released recently by the American Federation of Labor, latest figures show that there are 54,192,000 gainful workers in the country. Of these only 46,063,000 are employed. 8,130,000 are STILL UNEMPLOYED, in spite of the terrific increase in production during this year! That means that ONE-SIXTH of the country's labor force is still idle and ready to be absorbed in industry.

NEED TO PUT ONE-SIXTH BACK TO WORK!

Why should any one of the masses of toiling people in this country then be for longer hours? It stands to reason that the average man would be for even shorter hours so as to put that ONE-SIXTH of the country's idle labor back to work!

WHO'S BACK OF THE "POLL"?

But to understand the "poll" properly it must be known who the SPONSORS are. Now, the sponsors of the Roper Poll are none other than the NATIONAL ASSOCIATION OF MANUFACTURERS, which hired the Elmo Roper Organization to make this "survey" for them.

MYSTERY CLEARED UP

That clears up the mystery. The N.A.M.—the big association of employers—wanted "facts" to prove that "the people" were for longer hours. The "poll" simply delivered goods bought and paid for by the manufacturers! Naturally, the big business men are for longer hours. That permits them to get more out of the men employed for their profits and at the same time leaves an army of unemployed that they can use as a pressure club against the men on the jobs!

JUST ANOTHER PHONEY TRICK

The employer-run "polls" are just as phoney as all the other methods they use to beat down the workers.

Don't Forget to Vote!

Voting for the election of Atlantic & Gulf District officials of the Seafarers' International Union of North America for 1941 has been in process for three weeks. So far, reports from the various ports indicate fairly good participation in the balloting, but not nearly good enough.

IN ORDER TO OBTAIN A REPRESENTATIVE SELECTION OF MEN TO CONDUCT THE UNION'S AFFAIRS IN THE COMING YEAR IT IS UP TO EVERY RANK AND FILE SEAMAN IN THE S.I.U. TO DO HIS DUTY AND CAST HIS BALLOT IN THESE ELECTIONS.

The Seafarers' International Union is a democratic labor organization. The membership decides everything. To get officials that will protect the best interests of the rank and file in the most efficient and honest manner is YOUR RESPONSIBILITY AS WELL AS PRIVILEGE.

Take advantage of it for your own sake and for the sake of the organization as a whole.

Go down to the union hall when you are in port and cast your vote!

Voting takes place at all branch meetings on every Monday night until the second week in February, 1941. A balloting committee is on deck at the hall usually at noon time every day.

Don't fail to do your duty! Don't delay!

VOTE NOW FOR OFFICERS OF YOUR OWN CHOICE!

What's Doing —

Around The Ports

MOBILE

December 20, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping is picking up more and more every day here. In fact the situation is getting to be critical because of the shortage of qualified men in the three departments. We still have three Alcoa ships in the drydock being thoroughly reconditioned with one due to come out in about two weeks.

Last week the S.S. Kofresi came in with a small item of disputed overtime which was all collected. The S.S. Afoundria was also in and she too had quite a bit of disputed overtime. This overtime was collected with practically no arguments whatsoever. South Atlantic Mail's Schoharie was in from a Far East voyage. Before she left we had the mess-room enlarged and several other repairs effected. The crew was worried about transportation back to the Atlantic but their fears were dispelled when we managed to get transportation back to Baltimore.

The Schodak of the Alcoa S.S. Company blew in last Monday afternoon and before she left there was quite an uproar aboard. The articles did not specify any particular port or waters as a final port of paying off.

They read "back to a final port of discharge in the U.S.A." However, the crew maintained that at the time of signing on in New York they were under the impression that a verbal agreement existed whereby if the ship paid off in Mobile they would receive transportation back to New York.

After two days of arguments pro and con, the Company finally capitulated and agreed to pay transportation back to New York for all the men who left the vessel. The members should take a tip from this case and in the future see that the Articles are properly made out with provisions inserted to insure them of transportation.

So far, we have only been able to conduct the voting on officials on Monday nights due to the lack of men to form a balloting committee during the week. We have got a few men off the ships to come up and vote but they have been very few. This election should mean a great deal to you members. If you don't turn out and vote for men who in your opinions are the most efficient, how do you expect to have an efficient organization? Don't hold back until it is too late and then start cussing your officials because you did not get a chance to vote. It is your responsibility to yourself and to the organization to go to the Union hall and vote. GO NOW!

The fair city of Mobile was graced with a most EX-TINGUISHED personality last week who was none other than the pride of the No-More-Union, Joseph Curran. As the local press put it, he was here to address a meeting in the C.I.O. hall. It made no mention afterwards of what actually happened in the meeting. In the course of his address he stepped on someone's toes because two shipyard workers instead of mutely respecting him, challenged him. The two goons who act as bodyguards appeared from nowhere and the two shipyard workers were ejected from the meeting. Is it possible that at long last the members of the N.M.U. and the shipyard workers are waking up and realizing that Curran is no more than a puppet for the dictates of the Communist Party? There was quite a bit of evidence of this trend shown in Curran's mad dash for Congress.

The crew of the S.S. Schodak kicked in a donation to the tune of \$15.00 for the 'Log' and \$7.00 for the 'West Coast Sailors'!

Fellows, when you are down this way remember that we do not patronize the Ten Cent Taxies or the 630 Cabs.

Fraaternally yours,
Robert A. Matthews,
Mobile Engine Patrolman.

Firemen Rebuff Phoney "Unity" of C.P. Stooges

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of both CIO and AFL, saying they would operate under a "simple slogan—keep off the grass."

Fed Up With Disruption

Thus, the so-called "unity" drive of the stooges has met with a first and very important rebuff. The Firemen's declaration that "a few months of peace and quiet" are needed more than anything else indicates very clearly that they, together with all other maritime workers, are fed up with disruptive activities, and that any move towards genuine unity on the waterfront must first be preceded by a show of good faith. Before any sort of cooperation is possible, the hostilities conducted by the C. P. machine against their opponents among the seamen must be drastically curbed within the CIO.

That seamen are going to need

a unification of efforts on the part of all their unions to effectively resist the shipowners' attacks—made under the guise of "national defense"—and to prevent the scabby Naval Reserve scales of wages and working conditions from becoming the prevailing standards in the maritime industry goes without saying. United action on the part of the seamen is becoming increasingly necessary. A practical working out of steps in this direction—that is the genuine path towards unity. To howl about a "National Seamen's Union" at the same time as every effort is made to divide the forces of the seamen when confronting the shipowners—that is the type of phoney "unity" which has resulted in nothing but setbacks for the rank and file every time it has been tried in the past. It will not go over now!

What the seamen need and want is one common front in the struggle against the shipowners and their agents—for mutual protection. In spite of all those who present obstacles to it at present, this common front of the seamen must and will be forged in the period ahead.

New Gulf Channel to Open on February 15

NEW ORLEANS. — According to the United States District Engineer, the new direct to Gulf ship channel, serving the port of Lake Charles, will be opened on February 15. The channel route will reduce the distance to deep Gulf water and is expected to result in increased shipping. The engineer's office estimates initial ship traffic, in and out of forty vessels per month.

M.C. Program Boosted with Eye To Naval Reserve

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program. "This model," says a commentator in the *Journal of Commerce*, "which may be called the 'C-4,' is expected to be the swiftest cargo carrier ever put on the high seas, and capable of maintaining the raw material supply line from the Far East and Asia and other points, in the place of British and British controlled tonnages still in these routes if the time comes when these must be withdrawn."

Eye to National Defense

"In addition to affording freighters superior to any that have been seen before, the vessels would have unusual value as national defense auxiliaries because of their great speed and their large capacity."

Thus, it appears, that aside from the four-fifth of the present inter-coastal and coastwise tonnage assigned—according to the American Merchant Marine Institute's Mr. Taylor—for use as naval reserve vessels in case of emergency, the new vessels being built are likewise to be placed in the same category. It looks like the Navy is going to swallow up about all that's viable in merchant tonnage.

Threat to Union

For seamen the question arises: What will become of present union standards and wage scales when all this happens? Isn't it necessary to take steps now in order to insure the maintenance of conditions won through hard struggle by the seafaring unions in the last few years?

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

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Secretary-Treasurer's Report

We reprint below important excerpts from the weekly report of Secretary-Treasurer Sydney Gretcher to the Atlantic & Gulf membership of the Seafarers' International Union. These reports are read in full at branch meetings and the excerpts brought here are for the benefit of the SIU seamen who, being at sea, may miss hearing them at the meetings.

On Branch Minutes

In looking over the various Branch minutes for the past few weeks, I see where the membership assembled at certain Branch meetings have been very lax in taking proper action on the other Branches' minutes. I would like to call it to the attention of the membership that whenever a resolution appears in any Branch's minutes, specific action on the resolution should be taken by the membership assembled at the other Branch meetings, when it is read—it should be either concurred in or non-concurred in.

Just merely accepting the minutes does not mean that the Branch has gone on record as concurring in the resolution contained in the minutes and that is why I am requesting that the membership take definite action on all resolutions appearing in any and all Branch minutes, and I also request that all Agents call this matter to the attention of the membership assembled in meeting whenever a resolution is read from any Branch's minutes. The membership when assembled in meeting at any Branch should give careful consideration to all resolutions and motions passed in various business meetings and insist that all Branch minutes be read and specific action be taken on all of them.

An Example in Point

For an example, I would like to call to the attention of the membership the Savannah Branch minutes of December 10, which shows that the membership assembled at that meeting read and took action only on the New York and New Orleans minutes and passed a motion to read the other Branch minutes from the wall. This action, in my opinion, was not fair to the other Branches, and all Branch minutes on hand should have been read and action taken thereon.

This is not an organization where the New York and New Orleans minutes are the only minutes of importance, for every other Branch in this organization has as much autonomy and power, and actions taken at their meetings have as much importance, significance and bearing on the welfare and policy of the Union as any action taken at the meetings held in New York and New Orleans.

Important for Democracy

Every Branch must be respected and their minutes must be read and acted upon by the membership assembled in meeting in all Branches. This is very important and if we are to run a democratic organization, every Branch must be considered just as important as any other Branch. Any action taken by any Branch certainly rates the respectful consideration of the membership assembled at the other Branch meetings.

I trust that the membership will not overlook this important detail in the future and that by doing so, they will enable their officials to run a strictly democratic organization in which every Branch is equally respected by the other and that the policies of the organization are formulated and adopted by a majority vote of the Branches.

Seatrain Agreement

The agreement which we have with the Seatrain Lines expires on February 13, 1941, and if the Union wishes to terminate or amend this agreement, we must notify the Company by no later than January 12, 1941; therefore I request the membership to also take immediate action on whether or not they wish to have this agreement amended, terminated or renewed for another year as in its present form.

Happy New Year!

The Washington Headquarter's staff and myself wish to take this opportunity to wish each and every member a very Merry Christmas and a Happy New Year and may the coming year be a most successful one for the Seafarers' International Union.

Fraaternally,

Sydney Gretcher, Sec.-Treas.

NOTICE TO ALL SIU MEN

Canadian Branches of the Seafarers' International Union

When in Canadian ports, visit the halls of the following organizations, affiliated to the Seafarers' International Union of North America:

CANADIAN SEAMEN'S UNION
408 St. Lawrence Boulevard
Montreal, Canada

BRITISH COLUMBIA SEAMEN'S UNION
340-B Cambie Street
Vancouver, B.C.
Phone: TRinity 2251

Calif. Labor Bucks State Aid to Fink Training Ships

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 proportion to their usefulness—if they have any at all—and a complete waste of the taxpayers' money. This is best illustrated by the fact that the California schoolship has not made a trip in two years, and when it did, prior to that time, additional funds had to be raised to bring it back.

Discrimination

Third, the opportunity to enter these schoolships is confined principally to youths with parents of some means. The American boys of no means and those who have the seafaring profession at heart must work their way up from the bottom.

Training Negligible

Fourth, these schoolships are more like yachts which provide an opportunity to those who are favorably situated to make an occasional cruise, and to absorb a smattering of navigation, seamanship and a slight acquaintance with out-of-date engineering at the expense of the State and Federal governments. Even after graduation from these schoolships its enrollees have rarely adopted the seafaring profession, and this being particularly true of the boys graduating as marine engineers.

Graduates Don't Stick

Fifth, considering that the number of graduates from these schoolships since their establishment has been sufficient to man the entire U. S. Merchant Marine from licensed personnel to messboys, any impartial analysis will show that only an insignificant portion of them have followed up their training professionally.

Disregards Merit

Sixth, it imposes the rankest kind of discrimination and prevents the boy who has acquired a real knowledge of seamanship from actual and hard experience at sea to advance on the merits of his skill and ability.

Discourages Youth

Seventh, such hindrance to the rewarding of genuine effort by fair trial will discourage the

best representatives of our youth from choosing the sea as a livelihood, and encourage only milk-sops, who happen to have influential friends and relatives to make the way easy for them. Such calibre is not conducive to an efficient Merchant Marine.

Unions Should Direct

Eighth, the training of seamen is a matter of the most immediate concern to the trade unions because they comprise the most skilled and able men in the field and are the most capable agencies to assist in the training of such a personnel.

These reasons for opposing the present program of the Maritime Commission in the training of Merchant Marine personnel far from exhaust the arguments. Viewed in the light of the fact, that there are enough available competent seamen—many thousands of them beached because of unemployment—men, who are already enrolled in the unions and good union men, this program cannot be regarded otherwise than as a fink training move against the unions with a view to breaking down union conditions.

No plan for the training of a Merchant Marine personnel can be worth the paper it is written on, unless the unions are taken into consideration. They are the best qualified to determine the ways and means of going about such a job. Nor can the danger of turning out a superfluous number of badly trained men be overestimated as far as the lives of the people who travel on ships are concerned, the cargoes that are transported, and the welfare of the trade unions which have been mainly responsible for the high standards so far achieved by our Merchant Marine.

Many bills are pending and many more are to be submitted which involve the most fundamental interests of SUP, the SIU as well as the other maritime unions. Now is the time for the unions to give their utmost attention to what is going on in Washington and be on guard against any measure which may be shoved through to weaken or endanger their position.

In Supreme Court:

Arnold's Drive On Unions Called 'Fascist'

WASHINGTON, D. C.—Assistant Attorney - General Thurman Arnold's campaign of prosecuting labor unions under the Anti-Trust laws was branded as "Fascism" at a hearing before the United States Supreme Court.

Charles Tuttle, former U. S. Attorney for the Southern District of New York, appearing as counsel for the United Brotherhood of Carpenters and Joiners, charged that Arnold's assumption of the right to prosecute strikes as illegal "is Fascism—pure and simple."

Dispute Arose in St. Louis

The case before the court involved an old jurisdictional dispute in St. Louis between the carpenters and the International Association of Machinists. Arnold obtained an indictment against William L. Hutcheson, president of the carpenters, as an outgrowth of the strike, but the indictment was thrown out of court when the case came up for trial in the Federal District Court. He is now appealing that decision in behalf of the Government.

Challenged by Justice

During the course of the argument before the Supreme Court, Associate Justice Felix Frankfurter challenged Arnold's position several times. He pointed out that jurisdictional strikes have a long history and that "they have had them in England for hundreds of years." Tuttle declared, in his turn, that such strikes do not affect inter-state commerce in such degree as to bring them within the scope of the anti-trust laws.

Would Abolish NLRB

Another lively interchange took place when Justice Frankfurter asked Arnold whether he thought the anti-trust laws could be applied to "jurisdictional" disputes between American Federation and CIO unions. Arnold said he thought the laws could be applied in such disputes if they involved restraints of trade.

"So you think the thing to do, instead of going before the Labor Board, is to indict them all under the Sherman (anti-trust) Act?" Justice Frankfurter asked.

"Not necessarily," was the best response Arnold could summon.

Raiders Make Pacific Unsafe For Shipping

(Continued from Page 1)

gers to merchant trade in the Pacific are to be identified to a high degree by German-Japanese co-operation, it is reliably said. The Nazis are known to be egging Japan on for quick action in Indo-China and the Dutch East Indies. At the same time, they have planted numerous German merchant marine and naval officers in China and Japan to give substantial aid in the manning of raiders.

An indication of the importance attached to this situation in the Pacific is reflected in the fact that "shipping companies are now insisting that all passengers and shippers sign a document absolving the companies of any damage suffered to cargoes and injuries to passengers while aboard ship."

"National Defense" Doesn't Stop British Workers' Union Rights

While even before war is declared, American employers are trying to terrorize the working stiff's out of fighting for their just demands, it appears that in the British empire, where the war is actually on, labor is not at all shy about standing up for its rights. Here is what we gather on this subject from reading the Canadian Labour Gazette, official government publication:

Great Britain. The British Ministry of Labour Gazette publishes statistics dealing with disputes involving stoppages of work and gives some details of the more important ones.

The number of disputes which began during August, 1940, was 50 and two were untermated at the end of July, making a total of 52 disputes in progress last August. The number of workers involved was 7,400 and the resultant time loss 13,000 man-working days.

Of the 50 disputes which began during August, nine arose out of demands for increased wages and 22 were over other wage questions; nine were over the employment of particular classes of persons (probably against finks); seven arose out of questions respecting working

conditions; and one was a sympathetic strike. During August, final settlements were reached in the case of 47 disputes. Eight were settled entirely in favor of the workers. . . .

Australia. The number of disputes in the year 1939 was 415, involving 141,565 workers. During the first quarter of 1940, there were 110 disputes, involving 94,497 workers. (Here the war seems to have brought on an increase in strikes.) . . .

New Zealand. For the first six months of the year 1940, there were 33 disputes involving 6,769 workers. . . .

India. For the year 1939, the total number of disputes in progress was 406, involving 409,189 workers. Settlements were reached in 392 of the disputes, with the workers successful entirely in 63 and partially in 144.

As can be seen from these figures, if the working stiff sticks up for his rights, he can get some improvements in his conditions despite war conditions, which generally tend to increase government partiality to the employers. The secret of success, here as elsewhere, lies in strong unions and thorough-going solidarity of the men in action.

Talk About Beefs:

Plenty of "Flu" In Camps for Draftees

If you think there are things to beef about on board the vessels of the American merchant marine—and there are enough, to be sure—have a look at what the men drafted into the army are faced with.

According to Dr. James A. Dolce, in charge of sanitary reports for the Public Health Service, last week the following conditions were prevalent in the army camps:

Camp Murray, Washington, where 12,000 soldiers are stationed, topped all army camps in influenza cases, with a total of 682 cases on December 2.

There were 1,328 cases of "respiratory" illness in Camp Murray, according to the surgeon's general office.

Camp Clapsop, Oregon, had 251 influenza cases among its 875 soldiers.

Camp Beauregard, where most of the Michigan men are stationed, had 480 "respiratory" cases out of 10,000 soldiers in camp.

At Alexandria, La., there were 30,000 cases of colds, influenza and fever. This is a city where 35,000 army camp workers and

Charges Army Discriminates Against Negroes

From the news service *In Fact* we get the following facts:—

"In March, 1939, an Army Bill required the Army to set up a flying school to train Negro pilots, but since then, in defiance of Congress, no such flying school has been set up. Out of 62,000 licensed pilots in the country, 130 are Negroes. The Civil Aeronautics Board and the NYA are not training Negro pilots. Out of 180,000 men being trained as technicians, three are Negroes. . . ."

Why this discrimination? Negroes, along with white working stiff's, will be expected to lay down their lives in "defense of democracy" when the call comes. But where will the democracy come from for Negroes to fight for if they are denied equal rights in training? And where do the brass hats get off contravening democratic decisions of Congress? If this be "defense of democracy," then the chief defenders are surely showing a mighty poor example!

defense project laborers are stationed.

And these men are supposed to be trained to fight! Looks like they need a few patrolmen and delegates to clean up these beefs, if they are going to be fit for anything but the hospital.

Resolution on Issuing Books for Baltimore-Insular Permit Men

WHEREAS, We now have a closed shop agreement with the Baltimore Insular Line, and

WHEREAS, This contract is due to the overwhelming vote in favor of the Seafarers' International Union in the National Labor Relations Board elections, and

WHEREAS, The following named men, holders of Permit Cards in the Seafarers' International Union, were aboard various ships of this Company during this election, and

WHEREAS, These men through their actions have shown themselves to be worthy of membership in the Seafarers' International Union, therefore be it

RESOLVED, That the following members of the crews of the S.S. Gov. J. Lind and the S.S. Delisle be permitted to turn in their Permit Cards and upon payment of the regular fees they be issued membership books in the Seafarers' International Union of North America, Atlantic and Gulf District.

William L. Sylvia	P-24	— S.S. Gov. John Lind
J. F. Martins	P-15	— S.S. Gov. John Lind
F. V. Crawford	P-877	— S.S. Gov. John Lind
B. Hepoleta	P-1315	— S.S. Delisle

(Adopted by N. Y. Branch, Dec. 16, 1940; concurred in by all the other Atlantic & Gulf branches.)

Lost and Found Notice

Papers and other property belonging to the following men have been found and turned in to the New York Branch of the Seafarers' International Union for safe-keeping:

John Madden	Richard Stewart	Elmer R. Ingersoll
Juan Martinez	Alberto Sanchez	James M. Smith, 5584
Paul Charles Myers	William Mattox	Angel G. Lectora
Lawrence P. Murray	Anthony Kane	A. Fernandez, SUP
Metro Borczia	Kennedy	Arthur H. O'Neil

These brothers can retrieve their belongings by getting in touch with Agent Arthur Thompson at the New York office of the union.