

CREW OF SIU SHIP RESCUED

MARITIME COMMISSION'S TRAINING PLANS ARE THREAT TO ALL UNIONS

Regimentation, Strict Discipline And Future Plans Reveal Detriments To Seamen

The United States Maritime Commission's report to Congress, dated January 1, 1939, of its plans for training seamen, finally let the cat out of the bag. Now we know more fully just how Union seamen are to be gradually replaced by Coast Guard trained stooges.

On the basis of this report, it is planned to train and re-educate about 3,500 unlicensed and licensed men each year, so that in a short time, all seamen who haven't returned to "school" will no longer be able to go to sea again. THIS IS EXACTLY WHAT THE SHIPOWNERS, WHO CONTROL THE MARITIME COMMISSION, WANT! We have no worthwhile guarantee from anyone that our UNIONS and CONDITIONS for which we have fought all these years, will be continued — IN SPIKE OF THE SURETIES GIVEN BY THE COMMISSION TO "NO COFFEE TIME" JOE CURRAN!

STRICT DISCIPLINE

Under the first plan in operation, an unlicensed man with two years experience is run through a three month's probationary period, which has an eleven hour daily schedule. The first three weeks he has no liberty granted him until the officials of the school see how he is bearing up under the punishment. For the first two months, a man is classed as a Third Class Seaman, with a base pay of \$36.00 per month. If he is satisfactory at the end of this period, a raise in grade, to Seaman Second Class, and \$54.00 base pay is given him. Completing this probationary period successfully, the man continues training in this or higher grades. When the course of training is finally completed, they still must serve the next three years on board a ship, of which eight months must be at sea, and one month to be spent at the training school each year.

"YOU'RE IN THE NAVY NOW!"

The object of this plan is plainly seen. A MAN MUST FORGET HIS UNION AFFILIATIONS BECAUSE OF THE STRENUOUS SCHEDULE OF MORAL AND TECHNICAL TRAINING TO WHICH HE IS SUBJECTED. In short—"He's in the Navy Now!" By requiring him to put in twenty-four months out of three years at sea, he has no choice but to do as ordered, REGARDLESS OF WHETHER THE SHIP FEELS BAD, QUARTERS OR CONDITIONS BE TERRIBLE, OR A PICKET LINE BE AROUND THE SHIP. AND IF HE FAILS, THE MAN IS BOUNCED, AND BLACKBALLED FROM THE SEA! THE COMMISSION HERE TAKES A GOOD MAN, AND TRAINS HIM TO BE A GOVERNMENT STOOGES AND A SCAB!

TO DISPLACE OLD-TIMERS

Under the Cadet system, young men, licensed and unlicensed, between the ages of 17 and 25, after passing a rigid moral and academic examination in their Congressional Districts, are sent aboard Commission ships for training. The licensed men in these ages probably will be school ship boys, as most men coming up out of the fore-castle are older. BY HAVING THESE BOYS SELECTED FROM EACH CONGRESSIONAL DISTRICT, THE ADMINISTRATION IN WASHINGTON IS TURNING SEAMEN AND THEIR VOCATION INTO A THING OF POLITICAL PATRONAGE PIE!

These cadets must undergo training by working with the officers and crew, as well as by studying during their off hours under

(Continued on Page 4)

Labor Seeks More Voice In U.S. Plans

AFL Survey Declares That Labor Has 'No Open Door' To Government.

WASHINGTON, D. C., Feb. 27—The American Federation of Labor, having indicated their willingness to yield to President Roosevelt's plea for new peace negotiations with the Congress of Industrial Organizations, now come forth with a demand for a greater voice of labor in shaping economic policies.

The monthly business survey of the A. F. of L. states that the Administration should admit Union leaders to its inner councils in order to help formulate "a vigorous program on all fronts to expand production by private industry," taking in millions of unemployed from WPA.

It was pointed out in the survey that industry now gets the President's ear through Secretary of Commerce Hopkins' Business Advisory Council.

Takes Crack At Madam Perkins
The survey further says, "Labor has no open door for making its views known to the Executive." This is undoubtedly an indirect slap at Secretary of Labor Perkins.

In urging the necessity of industrial expansion, and declaring that action must be taken to avert a 1940 business recession, the Federation warned:

"It will take time and co-ordinated effort to change from Government spending to private initiative; we have barely enough time to accomplish it before the present Government spending program loses its force."

It has been reported by observers that CIO Chairman John L. Lewis is no little disturbed by the timing of President Roosevelt's appeal for peace negotiations; due to the fact that Lewis is at present preoccupied with the dissension in the auto workers and textile unions, and would have preferred that the appeal come at some other time.

NOTICE!

TO ALL AGENTS:

You are hereby advised not to ship any SIU Cooks and Stewards, or Engine Department men on West Coast ships unless they are fully protected by a first class rider on the articles.

If they are forced, for one reason or another, to leave a ship on the East Coast before they have completed at least one month's employment, they shall be paid wages for one month, plus first class transportation and subsistence back to the port of signing on.

If they are forced to leave the ship on the West Coast, for any reasons beyond their control, they shall be paid the sum of \$125.00, cash for wages, transportation and subsistence.

All Agents are instructed to pay strict attention to this matter, and not to allow SIU Cooks and Stewards and Engine Department men to ship on West Coast vessels without these riders.

Bull Line Ship Collides Off Jersey Coast In Fog

ALL HANDS SAVED—CAPTAIN PRAISES MEN ON EFFICIENT HANDLING OF BOATS

Last Sunday, thirty-two men, the crew of the S.S. Lillian of the Bull Line, were rescued thirteen miles off Barnegat Light, after drifting in open boats for over an hour in a dense fog, in which the Lillian had collided with the German ship Wiegand.

The Lillian, bound from Porto Rico for New York, with a cargo of raw sugar, collided, while a heavy sea was running, with the Wiegand, which had left New York with a cargo of scrap iron for Japan.

LEWIS NAMES GROUP TO MEET WITH A. F. OF L.

Murray, Hillman and Lewis Will Represent CIO in Conferences.

WASHINGTON, Feb. 28. — John L. Lewis, president of the Congress for Industrial Organizations, today announced in a letter to President Roosevelt that a committee of three has been appointed to negotiate peace with the three man committee from the American Federation of Labor appointed last Saturday by President William Green.

The CIO committee will be composed of Mr. Lewis, Philip Murray and Sidney Hillman. Murray is vice-president of the United Mine Workers, and chairman of the Steel Workers Organizing Committee. Hillman is president of the Amalgamated Clothing Workers and Chairman of the Textile Workers Organizing Committee.

Lewis' letter to President Roosevelt was as follows:

"Complying with the request contained in your letter of Feb. 23, I advise that the committee to represent the Congress of Industrial Organizations will consist of Mr. Philip Murray, Mr. Sidney Hillman and undersigned."

It is expected that Secretary Perkins, who has charge of the general peace negotiations for the Administration will confer with the President as soon as possible on Mr. Lewis' letter.

No date has as yet been made public for the first meeting between the committees, and it is expected that Secretary Perkins will ask both sides to set a date agreeable to both of them for the resumption of conferences which were broken off in December, 1937.

The CIO committee which failed to reach an agreement with the A. F. of L. was composed of thirteen members. The present committee of three members is regarded as a "strong committee" and does not include members of any of the "new unions" which were represented at the 1937 conferences.

Consider Your Fellow Worker.
Hold Meetings on Ships.
Have Confidence in Your Union.

The Lillian sent her first SOS message at 7:12 P.M., and reported, shortly before the crew left the vessel, that she was expected to sink within fifteen minutes. Before leaving the ship, the radio operator lashed his key down so that it kept sending a continuous signal. All hands took to the boats, and were eventually picked up by the Wiegand, which had stood by after the collision. The Wiegand reported that, for long periods they could not see the sinking Lillian nor the two lifeboats because of the heavy fog. However, the German vessel finally succeeded in picking out the Lillian with a searchlight, and by constant blowing of the whistle, guided the two lifeboats to her. The first boat, containing seventeen men came alongside the ship and the survivors were taken aboard at about 8:30 P.M. The second boat, containing the balance of the crew was picked up at 9:27. None of the survivors were injured.

The Wiegand, whose bow was pretty well stove in, wirelessed that she was proceeding slowly to New York. However, Captain Boyer and about half the crew were first transferred to a Coast Guard cutter, as the Captain wished to see if it would still be possible to do any salvaging aboard the Lillian.

They later returned aboard the Lillian to see what could be done in which they were aided by a Coast Guard and the tugboat Reliance. However, as this was done on Monday, they found that it was too late and the Lillian dove to Davy Jones locker at 1:48 Monday afternoon.

In the meantime, the Emilia, another Bull Line ship, had appeared on the scene, and had stood by, and after the Lillian sank, Captain Boyer and the rest of his crew were taken aboard, and the Emilia proceeded to New York. They arrived at about 7:00 P.M.

Captain Boyer was high in his praise of the actions of his crew and stated that all hands had been calm and efficient, and had performed their tasks in a thoroughly seamanlike manner.

The entire crew of the Lillian were put up in a hotel in Brooklyn at the expense of the Bull Line and were provided with food. They were also instructed to make out a list of their lost gear, and some adjustment will be made later this week.

The local inspectors will conduct their investigation of the collision on Thursday of this week.

Ship From the Union Hall.
Defeat The Fink Halls.

Published Weekly by
**SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA**

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
11 Steuart Street, San Francisco, Calif.

ROBERT F. WEAVER, Editor, Pro-Tem

**Atlantic District
HEADQUARTERS**

New York 2 Stone Street

BRANCHES

Boston 1 Rowes Wharf
Providence 465 So. Main Street
Philadelphia 6 North 6th Street
Baltimore 212 East Pratt Street
Norfolk 307 East Main Street
San Juan, Puerto Rico 9 Comercio Street

**Gulf District
HEADQUARTERS**

New Orleans 309 Chartres Street

BRANCHES

Savannah 218 East Bay Street
Jacksonville 111 Bay Street
Miami 309 N. E. First Avenue
Tampa 206 Franklin Street
Mobile 55 So. Conception Street
Houston 1407-75th Street

**Great Lakes District
HEADQUARTERS**

Detroit 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 522 Church Street Annex
New York, New York

**WHY WE OPPOSE MARITIME COMMISSION'S
FINK HALL AND TRAINING PROGRAM**

We submit, very briefly, an analysis of the training ship program, and the planned operations of the Maritime Commission Hiring Halls, in conjunction with the Training Ships and Schools.

Seamen are well aware of the fact that the present enlistments for the training ships, or schools, calling for two year seamen, mean that the first year crop of "graduates" will be close to three thousand (3,000), who will join ships to the exclusion of an equal number of "non-trained seamen with years of practical experience.

To popularize "training under Coast Guard supervision," the appeal is directed towards unemployed seamen. The appeal is made upon the basis that hungry bellies may dictate to intelligent minds. Minimum wages are also offered as further inducement, plus the prospect of a steady job, after the first period is ended.

After sufficient seamen are trained, then applications will be considered from non-seamen. Thus, the plan calls for added numbers to the many thousands of seamen already without jobs.

For such "graduates" who sail on deck, most, if not all of them will board ships as one year A.B.'s. With one more year on deck, they will be rated as green ticket A.B.'s.

Those who sail in the engine room will be able to board ships as firemen, oilers, watertenders and other ratings that do not require shore, or special training, i.e., machinists, electricians, refrigerators, etc.

Those in the steward's department will leave "school" as potential cooks and stewards on any or all tankers or freighters. On passenger ships, it will take more time before the highly skilled chefs and bakers are crowded out, but the presence of "graduates" will always be a serious threat.

With trained non-seamen on deck, one year as ordinary seamen will give them blue A.B. tickets. They will be advanced when possible. In the engine room, six months as wiper will offer ratings as firemen, etc. And they will also be advanced. In the steward's department, advancement will be rapid.

It can easily be seen that the shipowners and operators will refer "trained seamen" to the exclusion of ALL OTHERS!

After the first period of schooling, the pupils are to sail eight months before being eligible to attend another class on advanced seamanship.

The Maritime Commission has become a stockholder in many steamship companies, through the granting of subsidies, thus taking over the responsibility of placing crews on Commission ships, which the operators will gladly relinquish.

It is a long range program. It is a concerted effort on the part of the financiers, through their stooges,—the lobbyists and politicians; through the Maritime Commission,—trying to SMASH ALL MILITANT MARITIME UNIONS, and to deprive MILITANT seamen of employment. Thus, it is hoped to bring

NOTICE

All members, both ashore and at sea, are invited to contribute to the columns of "Log."

Articles pertaining to the general policy of the Seafarers' International Union, or suggestions for the good and welfare of the membership at large will be welcomed.

We will not print any personal attacks on individuals, unless the individuals are attacking the Union as a whole, with the intention of disorganization of the seamen, or of lowering wage and living standards aboard ships.

All communications must be *Fact and not Hearsay.* Articles which may cause the "Log" to become entangled in legal difficulties must be accompanied by an affidavit, witnessed by reliable persons, and with the seal of a Notary attached.

All articles must be in not later than Wednesday of each week. If they are received later they will not be published until the following week.

Green May Face Lewis In Peace Parley

WASHINGTON, D. C., Mar. 1.—It may turn out that William Green, president of the American Federation of Labor will personally confront his foe, John L. Lewis, leader of the Congress for Industrial Organization, when the committees of both organizations meet to discuss peace terms to end the labor war.

Due to the sudden withdrawal from the AFL committee of Daniel J. Tobin, president of the International Brotherhood of Teamsters and Chauffeurs, Green may match the self-appointment of Lewis to the CIO committee by appointing himself on the AFL peace emissaries.

Tobin wired Green that "an enormous amount of work" and numerous conferences on agreements will prevent him from taking any part in the peace negotiations between the two factions.

The presence of both Green and Lewis on the respective "peace committees" might, from a personality standpoint, seriously impair the progress of the negotiations to straighten out the differences between the two organizations, observers declared.

Secretary of Labor Frances Perkins announced that the conferences will begin early next week. Secretary Perkins, in an appearance before the Senate Unemployment and Relief Committee, made the statement that she will take an active part in the peace attempts, and will herself call the conference.

about the collapse in the bettered conditions, higher wages, etc., gained through union activity.

Where do you fit into this picture? Will you submit to the obvious plans for regimentation? Or will you join with us in opposing the plans of the Maritime Commission?

STAY OUT OF MARITIME COMMISSION FINK HALLS!

**STAY OFF TRAINING SHIPS!
SHIP THROUGH YOUR UNION HALL!**

**COMPARES CONDITIONS ON NAZI SHIPS
TO THOSE ON WEST COAST SHIPS**

**Wages Lower, Quarters And Conditions
Very Inferior on German Vessels.
Proves Necessity of Unions**

A convincing answer to the question, "Why Labor Unions?", is the comparison of conditions on ships sailing from the West Coast of the United States, and those on German ships.

In 1932, the seamen on ships of both countries lived under approximately equal conditions. Since then, the SUP has organized the seamen on the Pacific Coast, and through hard fought battles has created the standards of today. On the other hand, the German Labor Unions were destroyed by Hitler, and the German seamen were put at the mercy of German shipowners. The results are listed in the following:

WEST COAST: (a) Shipping:
All shipping through the Union Halls in a rotary system.

GERMANY:
Shipping done through Company offices, with preference for "Company men." Hiring is government controlled.

WEST COAST: (b) Raise of rating:
According to shipping rules adopted by the SUP.

GERMANY:
According to the decision of the captain or the Company agent.

WEST COAST: (c) Watches:
Three watches on ALL ships.

GERMANY:
Three watches on ships of over 3,000 tons. All others maintain two watches.

WEST COAST: (d) Strength of watch:
Three men on watch at all times while at sea.

GERMANY:
On ships of over 3,000 tons, watches are reduced to two men when leaving river. On ships below 3,000 tons only two men are on watch at any time.

WEST COAST: (e) Wages:
\$72.50 per month for A.B.'s

GERMANY:
113 marks per month for A.B.'s

WEST COAST: (f) Taxes:
None.

GERMANY:
Approximately 33% of all income.

WEST COAST: (g) Working hours:
Eight hours per day.

GERMANY:
Eight hours per day at sea and in port on ships of 3,000 tons and over. Day of arrival or departure: One hour extra, and twenty minutes "cleaning time" without extra pay. Ships on two watches alternate ten hours one day, and fourteen hours the next, while at sea.

WEST COAST: (h) Overtime:
All work over and above eight hours, and work done before eight in the morning and after five at night.

GERMANY:
Work over eight hours in port, exclusive of arrival or departure days. Mate can divide eight hour day any way he sees fit, during the twenty-four hours.

WEST COAST: (i) Bedding:
All bedding, soap, matches,

blankets at the expense of the company.

GERMANY:
On most ships, seamen must supply their own mattresses. On no ship do seamen get company linen, towels, soap, etc.

WEST COAST: (k) Action to improve conditions:
Seamen can, and have forced the shipowners, by strikes and picket lines, to increase the seamen's standard of living.

GERMANY:
All economic actions are considered "High Treason," and as such, are punishable by long prison terms.

WEST COAST: (l) Representation:
The SUP meets with the shipowners on equal terms, to settle agreements for the improvement of conditions on ships.

GERMANY:
A representative, appointed by the Nazi government, decides all actions to be taken by the companies and seamen, with the seamen having no voice in the decisions.

WAGES: In comparing the wages, it must be noted that four marks are equal in buying power to one dollar. After deduction of taxes, the seamen on German ships receive a sum approximately equivalent to \$23.00.

If anyone should ask again, "Why strong Labor Unions?", just show him these facts.

By E. Riz

Asks For Opinions From Members

Editor, THE LOG:

An open letter to the Steward Department members on Eastern Steamship Line ships:

Greetings. As a seaman I have been a member of all the successive A. F. of L. seamen's organizations that have ever been on the waterfront since 1917. At present, we are in a democratic organization, and I hope that democracy will prevail in all of its branches.

Now brothers, please bear in mind that there will be changes as long as the world lasts. We even change our city government, which involves several million people; therefore, whereas the custom in the past has been for members who are residents of New York: In the Spring they would pay their own transportation on buses or trains, and sometimes even stow away, in order to get to Boston to be on hand for jobs on the "White Boats."

On one occasion two men were forced to pay first class fare in the Port of Boston. It should be understood that our contract calls for free first class transportation going to a job. With the economic crisis such as it is today, why create unnecessary expenses which arise when New York members are required to go to Boston, and lay around with the expectation of getting a job, while expenses are running in both New York and Boston?

Due to the fact that we are members of the Seafarers' International of North America, I hereby refer this communication to the entire membership, and request that they voice their opinions through the medium of the SEAFARERS' LOG, in helping to deal fairly in a new and proper method of handling this emergency.

Hoping that many of our Brothers and friends will benefit, I am

Fraternally,
(Signed) CLAUDE FISHER,
No. 362.

HERE and THERE in the GULF

NMU Refuses To Ship West Coast Cooks

Ship East Coast Steward's Department On S.S. Ormes And Ignore West Coast Men On Beach.

From the port of New Orleans comes word that the NMU in that port is not living up to the practice of giving West Coast men preference on West Coast ships.

An affidavit, signed by two members of the M. C. & S., is on file in the office of the Secretary of the Sailors' Union of the Pacific, and unequivocally states that in the case of the SS Ormes, scheduled to sail for the West Coast, the ship has been manned by other than West Coast cooks and stewards, from the NMU Hall. The affidavit also states that, in several cases, West Coast messmen have not been given the privilege of shipping on this vessel, but have been superceded by East Coast NMU members.

In a letter to Joseph O'Connor, M. C. & S. Agent in San Pedro, these men reiterate that West Coast men are not being given preference on ships under that jurisdiction, as is given East Coast men on the beach on the West Coast.

The letter states that the Port Steward of Swayne & Hoyt called the SIU Hall in New Orleans for West Coast men for the Point Brava, and the Point Judith, and that the SIU Hall in turn called the NMU Hall for West Coast men for these ships. The same also happened in the case of the SS Ormes.

These two men, although on the NMU shipping list, were not allowed to ship on any of these three vessels, and other than West Coast men were dispatched to the jobs.

If the NMU really has any idea of promoting intercoastal unity, they are certainly going about it in a very peculiar way. For a good many years it has been the custom, on the West Coast at least, to give East Coast men the preference in shipping on East Coast ships, and the SIU both in the Gulf and on the Atlantic Coast is following the same plan. Smells very strongly like a case of someone being job hungry!

GALVESTON

New Orleans, La. February 28, 1939.

To the LOG:

I have resigned as Agent of the Galveston Branch of the Seafarers' International Union of North America.

The reason for this is that there has been a SIU Hall opened in the port of Houston, Texas, and the Galveston Hall has been closed. It would be of no use to spend the money necessary to maintain a Hall in Galveston, as any ships calling there can easily be covered from Houston.

Last month I shipped only two men, and only one ship called at Galveston. Previously we had several Bull Line ships, four Range Line, and an occasional Cuba Distillery ship.

The only reason why I have resigned is to benefit the SIU of NA by not spending money operating a dead port, such as Galveston is now. However, I am willing to do anything for the good of the SIU of NA, either with or without wages.

Fraternally,
(Signed) H. PETERSON.

Buy Union Made Goods.
Turn in Your Fink Book.
Build Your Union.

NEW ORLEANS

NEW ORLEANS, La., Feb. 28.—Take the NMU Ex-Committee to the wilds of deepest and darkest New York, and let the seagoing members of that organization take over the reins for a period of three months, and we, all the American seamen, will be a lot closer to National Unity.

On "No-Coffee-Time" Joe's last tour of the Gulf ports, he created enough dissension to last quite some time. It eventually appeared to be quieting down, so our pal Josephus starts another tour,—this time reinforced by a few of his faithfuls. A special Agents' conference was called in New Orleans. Purpose? Who knows? It couldn't be to devise ways and means to cram the Lykes agreement down the throats of the members. . . . OR COULD IT?

DO THE MEMBERS ON THE SHIPS, AND THOSE WHO CAN'T GET A SHIP KNOW THAT THEIR NEW LYKES AGREEMENT ALLOWS THE COMPANY TO PUT THE GLASSES AND CHECKS IN THE FIRE-ROOM, AND MAKE COMBINATION JOBS OUT OF THEM?

WATERTENDERS—WHERE ART THOU?

Seems to me that a very short time ago, a ship called the "Jomar" was struck, and held up in New Orleans to force the company to put the watertenders aboard. This action was taken, and received the WHOLEHEARTED SUPPORT OF THE SEAFARERS' INTERNATIONAL UNION. Now, with this new agreement, such action will be impossible because, believe it or not, YOUR NEW AGREEMENT DISPENSES WITH WATERTENDERS!

What is wrong that the West Coast Cooks & Stewards suddenly decided that maybe they should ship from where they really can ship . . . the SIU Hall? Here they can be sure that all jobs go the same way,—THROUGH THE FRONT DOOR! Well boys, when we get on the jobs on the ships, we will squawk as usual, but when the pinch comes, WE WILL BE IN THERE TOGETHER! So, come on boys,—you are always welcome in the Sailors' hall.

The "Black gang" in Mobile are still trying to make up their minds on where to ship from. But now that a West Coast man is there, perhaps we can get together as we should. After all, HOW CAN WE PREACH UNITY IF WE DON'T PRACTICE IT?

(Signed) W. A. ARMSTRONG,
SUP No. 2983.

NEW ORLEANS, Feb. 28.—Shipping is good here. Four of us, A.B.'s got off here in New Orleans, and replacements who took the jobs had just got in. Of course, it was a little difficult to get them to take the jobs until the fresh milk was aboard, and then everything was just fine! So, Brothers, all up and down the Gulf and the East Coast, let's try to do what the Brothers in New Orleans are doing:—100% backing.

The SS Oratano is about ready to clear the beach, and that will take about all the A.B.'s. Shipping is excellent for A.B.'s.

The Firemen ship out of the SIU Hall in New Orleans, but out of the NMU Hall in Mobile. Why?

Brothers, the Point Brava is the only S & H ship to get milk all up and down both coasts. So let's see why not on other ships! It sure tastes good!

(Signed) TEX THOMPSON,
SUP No. 1467.

NEW ORLEANS, La. FLASH!—The other day fifteen A.B.'s came into our Hall, and threw in their NMU books, and asked for REAL UNION BOOKS.—THE SEAFARERS' INTERNATIONAL UNION! Three NMU steward's department men did likewise.

MOBILE

MOBILE.—A fairly quiet week here. Mardi Gras has come and gone, and the boys' best excuse for throwing wing dings is over. Now we can settle down on a steady tack.

The West Kyska came in with numerous squawks on the chow, all of which were the fault of the captain. The patrolmen straightened her out, and all was serene when she left.

The Desoto came in after twenty-eight days at sea, with the able assistance of the Coast Guard cutter Tampa, for the last day. It seems that the Waterman Company are getting so that they are trying to burn salt water instead of fuel oil. The skipper wired in, "Gale blowing, making no headway. Only oil for one day. 70 miles from bar." The Tampa went out and stood by, but she came in O.K. Probably the next issue of the "Pilot" will come out with a statement that if this ship had been manned by M. C. Training School "graduates" this would not have happened. Or will they?

Brother Armstrong came over from New Orleans this week to see what is wrong with the M.P.O.W & W. They still ship from the NMU Hall in this port, after the members on this coast have voted to ship with the SUP.

Agent Ross was sent to Florida by the membership here to assist in negotiating an agreement with the P. & O. S. S. Co. This outfit has long been a sore spot, and a source of annoyance, so good luck, "Scotty," make them come coco.

Dispatcher Albaugh reports a fairly good week, with all hands enjoying the Mardi Gras.

MOBILE, Feb. 28.—This has been one of those weeks that has kept the patrolmen on their toes. Plenty of ships coming in, and plenty of beefs, all of which were taken care of in the usual satisfactory manner.

FLASH! FLASH! FLASH! The City of Alma docked at 6 A.M. today. Patrolman Banks went aboard the ship and caught the whole crew at breakfast. Says he, "Well boys, let's have the beefs." Believe it or not, there was not a single one. We hear that it took the entire ship's crew and the longshoremen to revive Banks, and he is still shaky. Seriously though,—this is the sort of thing we are striving for, so here's to the crew of the City of Alma.

Gunnison and Hart Freed

Received a wire from "Scotty" Ross, from Tampa today, advising us that the court had dismissed Gunnison and Hart because of the non-appearance of the accuser. The phoney Epps must have got wise to the fact that it takes more than a trumped up charge to stop the Seafarers' and their Agents. "Scotty" will be back by Thursday, and will send in the latest on the Florida set-up.

Beef On Pan Atlantic

On Sunday night, February 26, the SS Pan Atlantic was ready to sail. The steward department was not aboard, so the patrolman immediately started in to round up another steward's department. The deck and engine departments wanted to know what would be done about the new steward's department in case the old one showed up before the new bunch arrived aboard the ship. The patrolman explained that the new men would collect one day's pay each for being called out. The deck and engine departments thereupon decided that they had been starved long enough,—or at least, had been fed rice and beans long enough; so they decided that there would either be a new steward's department, or an entirely new crew in the other two departments.

Beef Adjusted

The company then decided that the old steward's department were

going to remain on the ship. The engine and deck departments decided to a man that in that case, they would get off the ship. The company claimed that they would need a U. S. Commissioner to pay off. The Port Captain then asked for a new crew, and the acting Agent informed him that a new crew would be shipped at eight o'clock the following morning. The jobs were put on the board, and called out,—but it seems that no one wanted the jobs, so the company was notified of this emergency. The company wanted to know what the Union was going to do about it, so they were told that, in order to avoid trouble for all concerned, it would be best to ship a new steward's department. The company's executive vice-president could not see it that way, so the Union did their best to get a crew to ship,—but no soap! The Union officials then got the steward's department together, and explain to them that, in the interests of harmony, it would be advisable for them to quit. After a lengthy argument, they agreed that they would do so. A new steward's department was shipped in their place. The deck and engine department jobs were then called out, and Lo! and behold! the old crew had to take the ship out. Imagine that! Tut, tut!

Three Men Spoil All

At 11:00 A.M. the new crew was put aboard the ship, and the old steward's department was paid off. The Captain set the sailing time as 12 Noon, and the mate came aft and informed all hands of this. In any event, some of the boys decided to go ashore, and did so. Sailing time came, and they were still ashore. The company called the Hall, and said that the ship was short three A.B.'s, and that the ship was being held up. The Deck Patrolman started in checking up on the gin mills, and finally located the men in the 32 Cafe, each with a bottle before him. He informed them that they were holding up the ship, and after loading them in a taxi, and waiting until it left, the Patrolman, himself, proceeded to the ship. Upon his arrival there, he found that these brothers had not yet put in an appearance. They finally showed up,—loaded to the Plimsoll mark, and one man declared his intention of paying off. Some of the crew were plenty disgusted with the actions of these men, and the Patrolman informed the offenders that he was going to report the incident to the next meeting for action.

The three men involved were L. Pugh, E. McPeak and J. Koen.

The incident was brought up at the joint meeting Monday night, and the following action was taken:

"Motion made and seconded that these three men be fined Ten Dollars (\$10.00) for holding up the ship, and that this be made a port rule, in that any member holding up a ship will be fined Ten Dollars (\$10.00)."

The motion was put to a vote, and was carried UNANIMOUSLY.

This, in your correspondent's estimation, is a move in the right direction. To pull off a stunt like this, after you have held up a ship over a beef for twelve hours and won out in your demands, spoils everything. If the same action is taken by the members in the rest of the ports, it will prove to the men and all concerned that the SIU will, at all times, do their best to keep their side of a bargain.

MOBILE CORRESPONDENT.
W. V. Albaugh.

MOBILE, Feb. 28.—In the ARTA, the official organ of the American Radio Telegraphers Association, Local No. 5, New Orleans, La., in the January issue, the following article was printed:

"S. I. U. SHIPS: Ask any member who has had to ride a ship packing a S.I.U. crew to tell you about conditions aboard these ships. Ask him how often his linen is changed.

Ask him how the ship feeds. Whether there is any spirit amongst the crew; whether the messrooms, toilets and quarters are clean. Ask him just what he's getting out of his Union, and then be glad for the N.M.U."

This article is self-explanatory, and all we can do is thank the author of the blurb. Any member who has had to ride these ships will, I'm sure, be damned glad that he did it, and will be not only glad, but eager to tell about the conditions. All seamen will agree that for the time the SIU has been in the field, that we have clearly demonstrated what a seamen's Union is for. Yes, there are cases where there has not been enough clean linen issued, and also the chow has been lousy on some ships. But how many of these scows have come in, with the crews kicking, and didn't get it straightened out? Name them brother, name them! What! — You can't think of any offhand? Well, neither can I! Take your time, — perhaps some day when you get old and grey it will occur to you.

Regarding quarters, toilets or messrooms being kept clean: If there are crews who allow their ship to sail dirty, I'd like to see it! In the old days with the mixed crews, I myself have even sailed the crummiest thing that I've seen in a long, long time. What happened? Why, the boys hung her up right there, and made sure that they would have a clean ship. As a result, the Ordinary Seamen and the Wiper will have two hours each day, on the company's time, to clean quarters!

"Ask him what he gets out of his Union." That is a most splendid question. If all the members were asked that every once in a while, then the members would start asking themselves, and then we would have things as we want them,—with each and every man taking an active interest in his Union affairs.

All told, the editor of this ARTA rates a vote of thanks,—but hold it up,—the CTU representative here tells me that this man is forming an independent union, with a state charter! Shades of Bob Epps, the P & O stooge! Take it easy Ed.—remember what happens to these fly-by-night organizations!

"And then be glad for the NMU." Personally, I am, and each night when I go to bed I keep the old lady awake being so glad. The pillows have to be changed each morning, as the one I sleep on is so wet with the tears I shed! Th NMU members should read the article in the ARTA, and take some time out to think things over. Be glad that the NMU are glad, and at the same time take an active interest in our own Union. Then we can hold a "National Glad Day" for all seamen.

On to the "Glad Day!"
A. W. ARMSTRONG,
SUP No. 2983

MOBILE.—The Luckenbach ships are standing their regular gangway watches in all Gulf ports at last. This has been a bone of contention for a long time, and it is a relief to have it settled once and for all. Now it is up to the Quartermasters themselves to make sure that they stand the watches as they should be stood,—sober, and at all times on the gangway.

The Swayne & Hoyt outfit are trying to chisel, as usual. They are supposed to tie up the Point Caleta here next week, and will attempt to pay only \$75.00 for transportation, instead of the correct amount, which is \$107.48. This takes in assistance and wages back to the port of signing on, which, in the case of this company, is Seattle. How

(Continued on Page 4)

MEMBERSHIP OF SIU LEARNS VALUE OF MILITANT ACTION

Rank And File Control And Local Autonomy Fully Realized. Election in Near Future

To start off with, it must be admitted that those seamen who have stuck with the American Federation of Labor since the old ISU folded up, have been taking more or less of a kicking around as far as having an organization is concerned. First, there was the reorganization under the ILA, which was rather short lived; next came the A. F. of L. Seamen's Reorganization Committee, then the A. F. of L. Seamen's Union No. 21420. The last named organization, as most of you know, remained in existence from January 1938 until about the middle of November of the same year. Actually, their Charter was revoked at the A. F. of L. convention in Houston, Texas, in October 1938.

Practically coincident with the revocation of this Charter, came the issuance of an International Charter to the Sailors' Union of the Pacific, for the organization now known as the Seafarers' International Union of North America.

AFLSU Held No Election

Under the A. F. of L. Seamen's Union No. 21420, the membership was promised that, within a year or less, they would have a convention, adopt a Constitution and by-laws, and elect their own officers. This was never done. Perhaps the fact that the organization was in existence less than one year may have had something to do with the fact that the convention and the election were never held.

Now, under the Seafarers' International Union, you have also been promised that there will be an election of officers and a Constitution adopted in less than one year. This promise will be strictly adhered to, and the day is not far distant when it will most assuredly be done.

We are, at present, working under a temporary set-up, at least as far as permanent officials are concerned. With a very few exceptions, all of the present officials are appointed ones, and when the election does take place, it will be up to the membership to decide whom they wish to retain as their representatives.

Rank and File Control

In any event, appointed officials or not, the Seafarers' International Union is being strictly run by the rank and file of the organization, in that they have the final voice regarding all questions of vital importance. This completely democratic procedure has been lived up to ever since the International first came into existence, and will continue to be lived up to as long as the organization is existing.

The Acting President of the Seafarers' International Union of North America is Harry Lundeberg, Secretary of the Sailors' Union of the Pacific, of whose militant record we need not remind you. It is our opinion that, even if a vote had been taken for a president of the SIU, Lundeberg would most certainly have been elected by a large margin. In any event, I don't believe that any of us are disappointed in the selection of such a leader.

Real Local Autonomy

When the SIU first took over on this coast and in the Gulf there was considerable talk of West Coast domination, and many of us were more or less skeptical about any guarantee of local autonomy. The SUP being the parent body of the organization, it was no more than natural that West Coast men should be sent here to aid in the work of organization. These men who were sent to the Atlantic and Gulf Districts have already proven, beyond

any shadow of a doubt, that they know full well the job they have to do, and that they are going about it in a very workman-like manner. Moreover, they have also shown that the guarantee of local autonomy was not any idle promise, but an actual realization of fact. All Headquarters and Branch meetings have been run in a thoroughly democratic manner, and no man fears to take the floor to state his views on any given subject. These West Coast men have succeeded in injecting a large measure of the punch needed in this organization, and the entire membership has profited by it.

Election in Near Future

Meetings are no longer the mild affairs that they used to be, and neither are they uncontrolled, madhouse affairs. The members have discovered that, if they have a legitimate complaint to make, the place to make it is right in these meetings. Many have come to the realization that they actually do know how to take the floor and talk, and express themselves clearly. They have learned to study questions of importance, both calmly and clearly, and render fair, unbiased decisions.

Again, let us remind you that an election of officers is not far off, and you will soon be called upon to select the men whom you wish to handle your affairs. There can be no question of friendship in selecting these men, but rather, an analysis of their sincerity, ability, and qualifications should be the guiding factors in determining the men for the jobs.

Warns Members To Get New Books

It seems to me that the time has arrived to discuss the problem confronting the hundreds of colored seamen on the beach in New York. It is estimated that there are between 300 to 500 men who were members of the A.F.L.S.U., who are unable, for one reason or another, to take out their S.I.U. Books. These men are apparently unaware of the fact that they have no status in the International.

We are looking forward to the best season since 1928; hence, we would like to advise those men still holding their A.F.L.S.U. Books, that ways and means must be found to get their new books, as there will positively be no favors granted, in as much as: (1) Ample time has been allotted to avail themselves of the new Books, and; (2) The Union has instituted a policy whereby the men who are in arrears six months or less,—up to and including November, 1938,—may do watch duty at the door, and thereby earn the amount necessary to change their old books. On the other hand, those men who were not paid up to and including May, 1938, are not eligible for this privilege, as they have allowed themselves to go in arrears entirely too far, regardless of what excuses they may advance.

The practice of paying dues per months worked is not indicative of the best union spirit, and must be condemned. It goes without saying, that your first obligation is the welfare of your Union. If this is true, and it undoubtedly is, then, there can be no excuse for not paying dues promptly. It is our suggestion that, in the future, dues be paid in advance, so that you will not be caught short again.

H. GUINIER, Organizer.

Baltimore HIGHLIGHTS

BALTIMORE.—On the night of January 20th, some stooge by the name of Fischer, claiming to be the West Coast representative of the Maritime Federation of the Pacific, showed up here in Baltimore. Fischer very graciously invited the SUP and MFOW men in this Hall to come down to the NMU headquarters and listen to his words of wisdom. The West Coast brothers told Agent McKay to call up the NMU Hall, and find out why Fischer, if he had anything to say to the West Coast men didn't come to their Hall and say it instead of asking them to go to the NMU hall. Of course, there was no reply forthcoming, and the boys stayed away from lower Broadway.

We always have handed it to the Isthmian Line as being the holders of the world's record for their use of crimps, stooges, scab-herders, et al, but their latest gag of contacting WPA and Relief Headquarters to supply them with seamen, puts them in a class all by themselves. If Isthmian had all the money they have spent in getting seamen to sail on their ships, they would have enough to buy themselves a new fleet.

Despite the dismal forebodings of the Gloomy Gus' that the seamen could never work together in one office, the SIU, SUP, MFOW and CTU continue to work in harmony with each other. It does us good to see, when the necessity arises, the East Coast and West Coast seamen and the Radio Operators of the CTU go down the line together in a tight hard hitting bunch. That's the way it ought to be, boys, and that's the way it's going to be done in this port.

NOTICE TO ALL LAKES SEAMEN

Due to the fact that we have received so many letters from both Coasts, and from the Gulf, asking the same information about the opening up of the Lakes season, etc., we do not have the time to answer each letter individually; but we wish to inform the membership that, from all indications, it will be a good season here this year.

However, there will not be anything doing before the latter part of April, so don't come up here before that with the idea of going to work.

Report immediately to your Halls to get all the necessary information, and don't accept any phoney dope that you hear here and there.

At the present time, we have Halls in Buffalo, Chicago, Cleveland, Milwaukee, and the Headquarters are in Detroit. By the opening of the season, we will also have Halls at Toledo and South Chicago.

Thanks Brothers!

The following men, members of the crew of the SS Manuela of the Bull Line, made these donations to the Hospital Cigarette Fund:

| | |
|--------------|--------|
| T. Mutican | \$1.00 |
| A. Thompson | 1.00 |
| A. O'Neal | 1.00 |
| V. Turner | 1.00 |
| T. McKee | 1.00 |
| E. Hansen | 1.00 |
| J. Kupta | 1.00 |
| D. De Duisen | .25 |
| H. Patchell | 1.00 |
| Total | \$8.25 |

We wish to thank these brothers for their generosity, and we assure them that the boys in the hospitals will be very grateful.

Be 100 Per Cent Union.
Be Progressive.

MARITIME COMMISSION'S TRAINING PLANS ARE THREAT TO ALL UNIONS

(Continued from Page 1)

the guidance of the officers off watch. After two years of this, provided they have studied hard, and haven't displeased the "Old Man" by refusing to wash his gear, or beeing about working over eight hours, they are sent to a shore training school for a year; after which, a cadet is given a license, or raise in grade, if he already has one. AND ONCE THEY ARE GIVEN A LICENSE, OLDER OFFICERS WHO HAVE FOUGHT FOR THE CONDITIONS NOW ENJOYED, WILL BE DISPLACED! THIS IS A DIRECT THREAT TO LICENSED MEN, AND TO MEN THINKING OF GOING UP FOR A LICENSE—UNLESS THEY FALL IN LINE WITH THIS PROGRAM OF ABSOLUTE REGIMENTATION!

PLANS FOR FUTURE

The third plan, not yet in operation, but contemplated at a not too distant date, is the recruiting of 500 young men each year, who will be subjected to a thorough schedule calling for three months in a training school, six months on a training ship, and three months on a Coast Guard cutter. When this course is completed, they will be given qualified engine or deck certificates. THESE BOYS WILL BE USED AS REPLACEMENTS FOR THE GOVERNMENT SCABS WHO GET TOO OLD, OR WHO MAY FALL BY THE WAYSIDE!

OBJECTIVE EASILY SEEN

It takes but little intelligence to foresee just what conditions we will be facing unless we act soon. Wall Street, who controls the shipowners, is using the seamen as a wedge 'twixt the Administration and the profits from ship construction. And working hand in hand with them is the Navy Department, which is determined that the American Merchant Marine be subservient to their policies. And if the shipowners are to bow to the Navy,—someone's head gets the axe! AND WE DO NOT NEED TO GUESS WHOSE HEAD IT WILL BE!

WE DO NOT OBJECT TO A PLAN OF TRAINING SEAMEN, UNDER UNION CONTROL, SO THAT THEY WILL BECOME MORE COMPETENT IN THEIR WORK, —BUT WE WILL STRENUOUSLY FIGHT ANY ATTEMPT TO USE SUCH A PLAN WHOSE SOLE PURPOSE IS TO BREAK UNIONS, AND FORCE US TO BECOME GOVERNMENT SCABS AND STOOGES!

S. I. U. Eng. No. 90
Atlantic Dist.

MOBILE

(Continued from Page 3)

can this outfit get away with that sort of thing? I know that they are doing it, because the crew of the Point Bontia, out of here, accepted the "six-bits" in lieu of transportation, and some of them came back to this port.

If we don't take action on this thing immediately, now that there has already been a precedent established, then we may as well forget all about transportation on these ships. The men on the beach in New Orleans made sure that they would collect the correct sum from the Alaska Transportation Company, before they would take the Ormes out. Now, if we are going to collect from one outfit, then we should sure as Hell, collect from all of them! This "Sweat & Hurry" outfit have always been the greatest chiselers on the coast, so its' high time that they were put back in line!

How is it that this is the only port on the Gulf or East Coast where the M.F.O.W. & W. don't ship through the same Hall as the SUP? This causes a lot of unnecessary friction, and should be ironed out, so that the members of the West Coast Unions, themselves, can show that they are solid for a uniform program.

So let's cut out the baloney, and instead of all this hooey, get back to where we were, and not have a talking organization, but an active one that is taking interest in the problems that we have. Here in the

Gulf, the same members who would not miss a meeting on the Coast, won't attend one here. So, come on, gang, take an interest, and remember that this is yours here as much as it is in Pedro and Seattle. So come on and get in there and pitch!

Steady as she goes.

A. W. ARMSTRONG,
SUP No. 2983

"UNDESIRABLE ALIENS"

By A. F. of L. Weekly News Service.

The CIO Industrial Union Council of San Francisco which functions under the supervision of the notorious alien Harry Bridges has protested the appointment of Fritz Wiedman as German counsel general in San Francisco. In the protest to the State Department, Mr. Wiedman is called "an undesirable alien."

The difference in the alien status of Messrs. Wiedman and Bridges is noteworthy. Mr. Wiedman does not profess to be anything but a German temporarily employed in the consular service of his country. Mr. Bridges, on the other hand, is an Australian who seemingly enjoys his status as an alien. He has earned his livelihood in the United States for nearly twenty years but refuses to become a citizen of the land that feeds him.

Anyone is entitled to judge which of these two aliens is really "undesirable."