

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., FRIDAY, SEPTEMBER 20, 1940

No. 14

SIU Gets Increase to 33 $\frac{1}{3}$ Per Cent In Bonus for African Run

SIU Cannery Workers Win 6 Weeks' Strike

A strike involving some 3,500 cannery workers affiliated with the Seafarers International Union was terminated after six weeks of struggle at Monterey, California, last week. The strikers returned to work victoriously, the agreement concluding it containing closed shop and eight-hour day provisions.

Members of the cannery workers union slapped a picket line around the 12 plants in Monterey after the operators had refused to meet with the union negotiating committee. They kept their lines intact and finally brought the employers to terms after six weeks of militancy.

Aided by SIU

SIU branches in various ports showed their solidarity by giving moral and financial aid to the strikers, helping substantially to bring about the victory achieved.

Longshoremen Settle Tacoma Beef with NLRB

Aided by the SUP's refusal to handle "hot" cargo, the A. F. of L. longshoremen of Tacoma, in the course of strike action, forced a virtual annulment of the two-year old NLRB decision, giving Harry Bridges' ILWU jurisdiction over coastwise longshore work.

Even Bridges' strike-breaking order to the CIO longshoremen in Seattle and importations to Puget Sound could not stem the determination of the A. F. of L. dock wailopers to challenge the unfair decision handed down against them by Bridges' stooges on the NLRB.

After a two-weeks' struggle, in the course of which the men were threatened with the old bogey that they were "striking against the government," the National Labor Relations Board conceded the demand and agreed to review the case and hold elections in each port.

RESPECT ALL PICKET LINES!

It has been called to our attention that some members of the union have been seen frequenting a barroom on West Street (New York) which is being picketed.

So as to avoid such a recurrence, we wish to call attention to the Preamble of our Constitution, which pledges every SIU member

"To assist other bona fide labor organizations whenever possible in the attainment of their just demands."

In line with the Constitution, any member caught crossing a picket line at this or any other struck barroom will be subject to immediate disciplinary action.

Arbitrator Admits Union Has the Goods, But Favors Robin Line in Bum Award

NMU Rank and File to Benefit by Increase Due to SIU Militancy Despite Curran Sabotage

The SIU has been awarded an increase in the bonus for shipping to South and East Africa, from 25 per cent to 33 $\frac{1}{3}$ per cent, by Arbitrator Aaron Horvitz of the Labor Department. The award is the result of a strike pulled by the Seafarers International Union on the S.S. ALGIC, operated by the Seas Shipping Co. (Robin Line), last July. Although justifying most of the union's arguments in presenting demands, Arbitrator Horvitz did a somersault in arriving at a decision, denying most of the demands made and only granting the meagre increase in bonus pay. Mr. Horvitz, to judge from his own written decision, acted in a peculiarly "impartial" fashion. He argued for the union and decided for the company.

NMU to Gain Too

Slim though the gain is, the NMU rank and file will undoubtedly benefit from the militancy of the SIU which achieved it. While the SIU went so far as to resort to strike action to get a higher bonus for trips in the increasingly more dangerous African waters, the Curran leadership of the NMU did not as much as move a finger to protect its own membership. On the contrary, by continuing to allow NMU ships to work at the old rate of overtime pay, Curran and Co. stymied the attempt of the SIU to get the 10c overtime increase from the Robin Line, which has been obtained from most of the companies under contract with us.

According to the terms of the award, this decision is subject to termination by the company or the union within 30 days after being rendered, when negotiations can be reopened upon five days' notice.

Union's Argument

When the ALGIC strike was submitted to arbitration, the SIU put forward as a minimum demand a war risk bonus of at least \$1 per day. In support of its demand the union argued that in the Mediterranean and North Atlantic, until the blockade area was fixed by the United States government, there had been an increase in war risk bonus from 25 per cent to \$30 and then \$40 per month, as the dangers increased, going up as high as 100 per cent. Since there is now a constant increase in war risk within African waters, an increase in bonus similar to that in the Mediterranean and North Atlantic area before they were closed to shipping was in order, the union argued.

(Continued on Page 2)

Dutch Seamen Reform Union Ranks Here

Dutch seamen, more than one thousand of whom hit Atlantic ports regularly, took steps this week to reform their union ranks by constituting an organization with headquarters in New York. Their home union, the Dutch Central Transport Workers, seamen's division, ceased to function when Hitler invaded Holland last Spring. Authorization to reconstitute the organization here came from leaders of the Dutch Central Transport Workers in London, where they escaped after their country was overrun.

George Thompson, New York agent of the National Union of Seamen of Great Britain, was instrumental in aiding the Dutchmen to set up their union. At a series of meetings held on various Dutch liners in New York, the crews joined the branch union and named J. P. Vandenberg and J. J. Vanderville organizers for the United States.

NLRB ORDERS 7 RADIO OFFICERS REINSTATED

Delivering an indirect blow at the NMU officialdom, the National Labor Relations Board last week ordered Moore-McCormack to reinstate seven radio operators who were fired because they retained their affiliation to the A. F. of L. Commercial Telegraphers Union and refused to join the CIO's American Communications Association. The company claimed that the NMU officials had compelled them to discharge the radio men on threat of a strike by the other departments, which are controlled by the NMU.

BALTIMORE

News and Views

Ships Abuilding -- Paddy's At It Again! Seamen and Draft -- 'Navalization' Coming?

BALTIMORE, Md., Sept. 9.—Shipping continued average throughout the past week with Dispatcher Hansen reporting 117 shipped and 126 registered in the three departments. Total registration shows 264 members are on the beach here, but this number is not excessive if the turnover maintains a hundred per week average.

Ocean Dominion is rumored to be bringing out four more ships for their West Indies-Canadian service, but it will be at least another month before these ships could be readied, and the prospects are that they will be taken from the tied-up fleet in the Gulf. This line also expects to have the first of its new ships ready by the end of the year.

Bull Line expects the BARRE-ADO and MONROE to be ready about October 1st. The two old timers are a little too heavy for the coastwise trade and will probably go out on charter.

Ships Abuilding

The Bethlehem yard at Sparrows Point is building two more ways in an attempt to catch up with their back-log of orders, which now amounts to contracts for 26 ships. It is expected that the six Robin Line ships will come from the yard in close order after the first of the year, as the

local yard is stepping production up in an effort to catch up with the San Francisco yard, which launched the Moremacsun 48 days after the keel was laid.

Idle Ships

Mississippi's DELARGENTINO should be ready for her crew by the middle of October. However, work on the other three passenger-cargo ships for the same line has not as yet begun. Bull Line's CLARE is drydocked here for extensive repairs, including new quarters for the crew; while the HELEN of the same outfit is temporarily idle, awaiting the beginning of the fruit season.

Ore Line has the MANGORE on the Cuban run and the CUBORE on the 40-day grind to Chile. South Atlantic skipped this port with the SUNDANCE and ended the articles in Norfolk. After the overhauling our three musketeers (Pickey, Vechio, and Deutsch) gave her the last time she was in, it's no wonder she decided to give Baltimore a wide berth.

Moderate Beefs

Waterman's CITY OF ALMA and WARRIOR signed articles here last week, with the LAFAYETTE scheduled for this week. Beefs were moderate during the week with all except one being justified squawks. The first of the

(Continued on Page 3)

Published by the
**Seafarers' International Union
of North America**

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
110 Market Street, Room 402, San Francisco, Calif.

**Atlantic District
HEADQUARTERS**

New York (Phone: BOWling Green 9-3437) 2 Stone Street
BRANCHES

Boston 330 Atlantic Avenue
Providence 465 So. Main Street
Philadelphia 6 North 6th Street
Baltimore 14 North Gay Street
Norfolk 60 Commercial Place
San Juan, Puerto Rico 8 Covadonga Street

**Gulf District
HEADQUARTERS**

New Orleans 309 Chartres Street
BRANCHES

Savannah 218 East Bay Street
Jacksonville 136 Bay Street
Tampa 206 South Franklin Street
Mobile 55 So. Conception Street
Texas City 105 - 4th Street N.

**Great Lakes District
HEADQUARTERS**

Detroit 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.

The Balloting On The Amendments

If New York is any indication, the poll on the amendments to the Constitution should bring out one of the largest votes ever registered among the membership of the Seafarers International Union. In one week's time, the total of seamen casting their ballots on the amendments at the New York branch amounted to about half of the total vote cast in this branch on the last referendum, which was conducted on the amalgamation resolution, in the course of eight weeks!

This is indeed a good showing to begin with. From the looks of things, the same pace will be kept up during the entire period of balloting. Reports have not yet arrived from other branches in respect to this, but we feel confident that in the rest of the Atlantic and Gulf ports, the same interest will be shown.

It is a sign of the growing maturity of the SIU membership. It is living evidence that the rank and file of the organization are beginning to understand the meaning of union democracy, that they are aware of their democratic rights as union members and that they intend to take full advantage of these rights.

An alert membership, on its toes in the exercise of its duties as well as its rights is indispensable to a bona fide labor union. It is the very essence of union democracy.

If the increasing participation of the members in referendum voting, in attendance at meetings, etc., has any significance at all, it signifies that the rank and file of the SIU is growing up to the height of its task. It is a token for the future. With the affairs of the union the concern of all, wages and conditions are bound to undergo constant improvement.

Keep up the good showing! Turn in every vote on the amendments! Remember, this union is your responsibility!

Seafarers' Log Honor Roll

S.S. LAFAYETTE	.....	\$10.00
Oscar Hammar	.....	.25
S.S. COLLEDA	.....	19.25
S.S. PONCE DE LEON	.....	6.00
S. HASTINGS	.....	3.75
S. KOFRESI	.....	6.15
S.S. PANAMA CITY	.....	5.50
S.S. MAIDEN CREEK	.....	6.50
S.S. STEEL TRAVELER	.....	4.00
Texas City Branch (Donators Unknown)	..	3.75
Robert Brown	.....	3.00
S.S. IBERVILLE	.....	4.00
W. Buckman	.....	.50
Oscar Hammar	.....	.25
Total	.....	\$79.65

MORE ABOUT:

SIU Gets Increase to 33 1/3% In African Run Bonus

(Continued from Page 1)

In his written decision, Arbitrator Horvitz bears out this contention of the union. He says:

Bears Out Points

"In this area (Africa) there has been, in the judgment of the arbitrator, some slight increase in the war risk over that prevailing when the 25 per cent payment was established."

Although he restricts himself to saying that the growing risk was "slight" which is merely an opinion—he heaps up evidence that the danger for seamen is becoming more and more substantial and real. To quote his written decision:

Waters Mined

"As far back as May 18, 1940, German Navy Headquarters officially announced that mines had been planted off the South African coast to hinder British shipping around the Cape of Good Hope. The New York Times of August 1 stated: 'The first news that a commerce raider was loose in the South Atlantic came in May when mines were discovered off Cape Agulhas, south east promontory of South Africa', and an authoritative English Ministry of Defense communique states: 'A mine field has been located at Cape Agulhas etc.' It should be noted that Cape Agulhas is the sea lane traversed by the S.S. ALGIC after leaving Capetown for ports of call on the East African coast."

As if that were not enough to prove the case, Mr. Horvitz points out further:

War Spreading

"That there is considerable belligerent activity in Kenya Colony, northwest of Mombasa, last port of call by the Algic on the East African coast, that Italian Somaliland, around which Italian war activity has increased considerably, in recent months, is very close to Mombasa, etc."

How Mr. Horvitz can at the same time stress that war activity is INCREASING CONSIDERABLY in territory VERY CLOSE to ports where the Robin ships call and yet speak of "some slight increase in the war risk" for the seamen who man them—is something that he himself could not possibly explain. It is a piece of shameless jugglery rarely seen in arbitrators' decisions.

Shameless Jugglery

How shameless this word jugglery really is becomes even more evident when he says in his decision:

"In this area there has been, in the judgment of the arbitrator, some slight increase in the war risk over that prevailing when the 25 per cent payment was established, but not sufficient to justify an increase in the bonus" WHILE—

Skyrocketing Insurance Rate

Just a few paragraphs further down in his written decision he himself points out that

"It is to be noted that there has been an increase in the last few months in war risk insurance rates for the United States merchant vessels covering south and east African ports. Multi-rates from 5/16 per cent had advanced as high as two per cent and are now quoted at from 1 to 1 1/2 per cent. EVEN THE 1 PER CENT RATE IS, AS WAS POINTED OUT DURING THE HEAR-

INGS, 200 (TWO HUNDRED!) PER CENT HIGHER THAN THE RATE QUOTED AT THE BEGINNING OF HOSTILITIES..."

Beans for Seamen

After pointing out these undisputed facts, and after admitting that cargo rates for the same period had jumped from 1 per cent to 2 per cent—A 100 PER CENT INCREASE—this so-called arbitrator has the unmitigated nerve to say that, for seamen, "the risk has increased sufficiently to justify the 33 1/3 per cent bonus allowed by this award" and NO MORE! (We need hardly add that the company's FREIGHT rates jumped 65 per cent at the same time!)

Apparently this "just" arbitrator is of the opinion that the lives of seamen are worth less consideration of risk than dead cargo and the wooden hulls of ships!

Before "magnanimously" granting the 33 1/3 per cent bonus, the arbitrator said in his written decision:

Admits Seamen's Right

"The right to increased compensation (for seamen) for increased risk must be determined by factors such as are set forth above, which ACTUALLY DO INCREASE THE IMMEDIATE RISK and which indicate an increase of belligerent activity in a given area eventually leading to intense armed conflict and to blockade edict."

By establishing this fact in his written argumentation, Mr. Horvitz flies in the face of his own phoney decision which is given on the basis of "some slight increase" in risk. The facts speak for themselves.

Mr. Horvitz argues for the seamen, and DECIDES in favor of the shipowners.

His award is a gratuitous GIFT to the Robin Line. For the seamen, it is a RAW DEAL, for which he himself can find no justification.

Raw Deal on Overtime

His decision with regard to overtime is no less raw. The SIU pointed out that it had received an increase of 10c per hour in overtime pay FROM NO LESS THAN FOURTEEN (14) OTHER COMPANIES. What does Mr. Horvitz say to that? Just this: :

"That by the very fair and proper use of collective bargaining procedure, the Seafarers International Union in some fourteen instances on the East Coast was able to get the overtime increase requested, is undoubtedly a matter of satisfaction to it and its members who benefited thereby. It may have been obtained in exchange for other concessions..."

Fair Play by Union

And with that, he denies the demand for the overtime increase! Did Mr. Horvitz ever bother to find out what "concessions" were exchanged? That would only be fair. That would prove that there were none; that, as a matter of fact, the UNION received another important concession from the 14 companies in the way of \$10 and \$7.50 monthly increases in basic pay, in addition to the overtime increase! Furthermore, Mr. Horvitz would have found out that these demands were obtained from companies with whom the SIU already enjoyed signed agreements! A glance at the actual wording of addenda to the agreements, incorporating the in-

How's About The Hurricane, Blackie?

In a very sorrowful blab printed in the last issue of the Pilot, the "Great Organizer" Blackie Myers laments about all the mishaps that have stood in the way of his success (such as on the P and O). Says he:

"It is not strange that the SIU has opened a new hall in Texas City, to be used as a base of operations against our union. This, of course (of course!), links up with the framing of Deuchare, our patrolman in Texas City, and also (and also!) accounts for the fact that Arthur Thomas opened a gin-mill in Port Arthur. This establishment is also to be used as a basis of operations against the union."

The links that connect Myers' adversity with the SIU are indeed without limit! So the opening of our Texas City hall links up with an alleged frame-up and the establishment of some gin-mill in Port Arthur! Why not with the recent explosion of the Hercules works in New Jersey or the Hurricane sweeping up from the Gulf?

This "linking" up technique is not new with Mr. Myers. It is the technique of the "Moscow Trials" staged by Joe Stalin, to whom "Blackie" owes his allegiance. It is worked on the totalitarian principle enunciated by Bloody Joe's Nazi partner: "The bigger the baloney, the more chance it has of going over among unsuspecting folk." The only trouble with this blab of Myers' is, that the baloney is pretty thin, and that as regards himself, seamen are hardly unsuspecting. Better try again, Blackie!

creases, would have proved to Mr. Horvitz beyond a doubt that no concessions whatsoever were made by the union to the operators! But to ask Mr. Horvitz to be fair would be asking too much.

We challenge him to produce a single shred of evidence to show that the SIU relinquished any established gain or any demand made at the time, to the companies from whom the overtime increase was obtained!

Unfair Arbitration

The arbitrator admits that the increase in overtime was obtained by the SIU by "very fair" use of collective bargaining procedure. We can only add that the SIU failed to get the overtime increase on the Robin Line by Mr. Horvitz's very unfair use of ARBITRATION PROCEDURE.

In acting as he did, the arbitrator has only taught the union a lesson: to be wary of arbitration. The union will know in the future that the best thing is to continue to make "very fair use of collective bargaining procedure"—to rely on its own strength, its own militancy, its own action!

NOTICE

An account of the so-called "award" in the NESSCO arbitration case, as well as a dissenting opinion by Arbitration Board Member Charles Ogburn sharply criticizing it, will be carried in the next issue of the LOG.

ATTENTION

M O D O N A L D, Boatwain aboard S.S. Raphael Semmes May, 1940, please communicate with Alfredo Natale, care Samuel Segal, 11 Broadway, New York, Urgent.

What's Doing—

Around The Ports

TEXAS CITY

Sept. 14, 1940.

Editor, Seafarers' Log
Dear Sir and Brother:

From the attitude aboard ships it seems to me that the members are taking quite an interest in the constitutional amendments, as I have had more calls for constitutions in the last two weeks than ever before.

Personally I think this shows a very healthy interest in matters regarding the organization. As long as the members will check the constitution against the proposed amendments as published in the Log when it becomes time for the members to vote, in whichever hall they may be at, they will be in a position to vote intelligently.

Speaking of voting, I once sat in Frisco alongside of a Brother who was trying very hard to get the floor in the meeting one night. He thought he had something of importance to say. The chairman didn't see the man and called the question. Instead of taking the floor then and there, he burnt up and said nothing.

Since then I've often wondered how many men that have something of importance to say pass up the chance and hold their mouths shut at the meetings. BUT aren't these same members on the job who state they are "agin' it?"

I've already met members who state they didn't vote on the amalgamation. HOW ABOUT ALL HANDS VOTING ON THE AMENDMENTS? After all, these few Brothers that raise all the hell about being agin' this and that and the other should be able to find time to get to a hall and register their vote once in a while.

The squawk of the week: why, oh why, do some members get to a port like Corpus Christi and suddenly decide that only militant action will do?

During the week a ship pulled into Corpus and loaded barreled gasoline. The crew wanted to take action to force the raising of the bonus. They called me twice and I was forced to read the resolution regarding individual action to these members.

It seems rather strange that every ship that comes in there and sails from there to the Far East has a last-minute beef over something like this. Do you think something smells? I do!

Fraternally yours,

A. W. Armstrong, No. 136.

Sept. 7, 1940.

Editor, Seafarers' Log

Dear Sir and Brother:

Fairly busy week. The Marsadok came in with the main beef the actions of the new Chief Engineer wanting to get his ship all polished up. He wanted the firemen to turn on watch and do a little cleaning in the fireroom.

The delegate told him due to the fact that it was a combination job, no station work could be done. Informed upon arrival that this was correct, he agreed to no station work. He also made the remark that the firemen on other ships of the same type were doing this work.

So it should be constantly put before the members that on these combination jobs, the man in the fireroom has more than enough to do without taking on a little station work also. If the fireroom needs extra cleaning, another wiper will solve the problem.

Brother Hansen, who was so badly hurt a couple of weeks ago, is doing as well as can be expected.

I see by the thousand squares unrolled (Pile-it to you) that the purge is on again in the NMU. Last year if you were a Wob, out you went. Now if you know a Wob, out you go. After all, that is right. If the members start talking, they might get an idea and one is all they need to decide that the SIU is the producing Union.

I also see that Duke's suitcase has landed down here. According to the Pile-it, enough dough is on hand here, not only to pay a man's room rent but to also finance an extended drunk. Now, there is drunks and drunks, but an extended drunk really takes dough or at least it always has as far as I ever knew. To think of this hall being able to finance that kind of a bat and me not being able to get oiled myself!

Conspicuous by its absence is all reference to the P & O in Florida in this issue of the blah blah. What is wrong with the Tampa typewriter? Or is he now busy on organizing something easy like the Waterman ships?

Another instance of solidarity is in the West Coast Sailor, Aug. 30th issue, on the S.S. Noyo. Seems these so-called Marine unions all want the chestnuts pulled out of the fire and then seasoned before they are interested. On the coast it's the Sailors and Firemen. Here it's the SIU which goes out and gets the conditions, etc. Then the vultures swoop down for the pay-off.

Oh well, I guess the donkey that said a man can escape from everything but his conscience had something on the ball after all.

Fraternally yours,

A. W. Armstrong, No. 136.

S.S. Oklahoman Tied Up; Beef Settled by S.U.P.

The crew of the American-Hawaiian Line's S.S. Oklahoman was paid off last Thursday in New York. The SUP, which has that line under contract, protested against this procedure. Pay-off previously had been on the West Coast.

Suspecting a move to switch to East Coast jurisdiction, the SUP was ready for action. Already the rumor had got around that the company was dickering with the NMU to ship a crew on the scow.

Support of other waterfront unions was assured the SUP in case of an extended beef with the company. However, the show of union strength and solidarity was sufficient to bring the company to terms. On Saturday, officials of the American-Hawaiian Line agreed to continue the old procedure of paying off at West Coast ports.

SAVANNAH

Sept. 10, 1940.

Editor, Seafarers' Log
Dear Sir and Brother:

This is in regard to the Sunday bus schedule into the Ocean Steamship Company terminals.

Inasmuch as the ships of this company pay off on Sunday, and the members had difficulty in getting down there, therefore we negotiated with the city for a bus schedule on Sundays and holidays and have been successful in getting same. Heretofore, we have not had any bus service at all into these terminals on the above-mentioned days. The bus company now agrees to run a fifteen minute schedule, arriving there at 7:05 A.M., and the last bus leaving the terminal at 1:05 P.M.

It is of vital importance that our members use this bus for the next four Sundays at least, as this service was put on for a 30-day trial, and if it is not being patronized, naturally the company will discontinue same.

Fraternally yours,

Charles A. Waid, Agent.

IN THE BALTIMORE MAIL BAG

A letter from Mrs. Alexander Moore thanking the organization for the cooperation and courtesy extended the family of Brother Wm. J. Ray who died recently.

A letter from a M. C. & S. member asking the branch to collect some overtime for him. (Do we have to collect overtime for the CIO too?)

A letter from the "Peace Mobilization Committee" asking for assistance. (Nothing doing. We're against the Draft as a matter of Union principle, but not to help the Commies carry out their orders from Moscow.)

A letter from a permit boy saying he has gone home on vacation and we should notify him of all the jobs that come up. (Sure we will—not.)

A letter from a brother on the beach at San Juan requesting a small loan of fifty bucks. (Why not make it a hundred bucks?)

A letter from a member suggesting that we have a special place in new union books for social security numbers, etc. (Might be a good idea.)

A letter from the Tin Deco Company strikers thanking us for our assistance. (Don't mention it; boys. Glad to help out anytime.)

A letter from a member asking if the time spent paying off and signing on should be overtime. (Take it easy, boys. Let's not run the overtime business into a hole.)

A letter from a member on a Calmar ship about something. (All we could make out was "Goddam," and that's o.k. with us.)

W. H. Elkins, Agent.

BALTIMORE

News and Views

Ships Abuilding -- Paddy's At It Again! Seamen and Draft -- 'Navalization' Coming?

(Continued from Page 1)

new Seas Shipping Company fleet, the ROBIN LOCKSLEY, will slide down the ways on September 20. Esso tied up three more at Solomons last week and will start the new ESSO ALBANY on her trials this week.

Port of Baltimore Prospects

Merchants & Miners have sold the ESSEX to a Panamanian concern. The company will probably sell a few more before the end of the year.

With the navy letting contracts for 201 ships the other day, shipyards throughout the country will go into continuous operation. Work on the naval vessels will slow down the building of merchant vessels, and we look forward to heavy chartering of ships in the tied-up fleets. With water-borne commerce out of the port 170 per cent greater than this time last year, Baltimore becomes the number one port for intercoastal shipping in the United States.

Paddy's at It Again

NMU members representing the phoney Stalinite Peace Committee were tossed out of the House of Representatives gallery in Washington last week.

From the Labor Herald: "It seems that Patrick Whalen, NMU agent or patrolman in a Florida port, is doing a lot of backdoor shipping for the party finks, while regular NMU members on the beach are passed up." Evidently the Florida sunshine has not changed Paddy a great deal.

Ten submarines will be built in Wisconsin for the navy.

Seamen and the Draft

Agent Elkins who has been keeping in touch with Washington on the effect of the Draft on seamen reports that all seamen

within the Draft age limits shall be required to register, but that bona fide seamen being classed as skilled and necessary workers will undoubtedly be exempt for army duty. Members are advised to get their papers together, so they can show sea service.

The shortage of radio operators has become so acute that the Government may add 400 more bows to the 350 already in training.

'Navalization' Coming?

With the disbanding of the Western Union company union, employes of that telegraph company are flocking into the CTU. The Merchant Marine will probably be placed under the jurisdiction of the Interstate Commerce Commission shortly. Watch out for legislation aimed at "navalization" of the Merchant Marine at the beginning of the next session of Congress.

Port Facts and Figures

Average attendance at this branch's business meetings over the past three months was 186. Seamen from the Lakes are beginning to trickle down this way again. SUP shipping out of this port is a little slow. The Seattle (A.F. of L.) longshoremen are on strike.

The Coast Guard patrol boats in Baltimore harbor are there for the purpose of keeping other ships away from vessels loading ammunition. What is it the navy is going to transport in all these transports they've been buying lately?

A lot of work is promised for American ships carrying material to the new United States bases from Newfoundland to Trinidad. Deepening of the St. Lawrence waterway will be begun next year.

W. H. Elkins, Agent.

Conscription Bill Passes; — All Seamen Will Have to Register

The Burke-Wadsworth Conscription Bill has been passed by both Houses of Congress and signed by the President. It is now law!

Men from 21 to 35 of age, inclusive, are made liable to draft by this law, which goes into effect at once.

Begins October 16

Registration for the draft will begin on October 16. While there are, under the law, certain definite categories of men (married with dependents, etc.) who are exempt from the draft itself, there are no exemptions from registration.

All Must Register

It is not as yet clear what categories of skilled seamen, if any, are to be among those "deferred" from military service. In any case, to safeguard your interests, you will have to register if you are between the ages of 21 and 35. If you are to be exempt, the conscription board will inform you to this effect.

Special Provisions

All men in the age category between 21 and 35 have been called upon to register on October 16. No registration has been provided for outside of that date, as yet. On that day every eligible male under the requirements is to reg-

ister in the precinct in which he lives.

Inquiries as to what citizens now living beyond the confines of the United States must do have resulted in a ruling that such individuals are to present themselves to the registration authorities five days after their return, at the outside. Men away from their home precincts are required to appear at the nearest registration office, which will send the questionnaire filled out by them to the office in their home territory.

Penalty for Delinquents

After registration on October 16, each man registered will be sent a questionnaire by mail to the address given by him at the time of registration. This questionnaire must be filled out and returned to the Selective Service Board within five days, according to the regulations announced.

Failure to comply with this provision, it is announced, will entail a penalty of \$500 and a five-year prison term or both.

ATTENTION! ALL MEMBERS!

In order to protect yourself it is advisable for you to have your membership book checked whenever possible.

Members holding Atlantic District books should bring their books, whenever possible, to the New York office when they are in that port, to have the dues stamped in their books checked with the dues stamped on their account cards on file.

Members holding Gulf District books should check with the New Orleans office when they are in that port, for the same purpose.

Keeping Up With Curran:

Showdown Between C.P. & Hillman Coming at State C.I.O. Meet

A showdown between the Communist Party forces, led by "No Coffee Time" Curran as figure-head, and the followers of Sidney Hillman, CIO vice-president and head of the Amalgamated Clothing Workers, is due at the State Convention of the Congress of Industrial Organizations, being held over this weekend at Rochester, New York.

Resolution on Russia

Upon instructions from the N. Y. Joint Council of the United Retail and Wholesale Employees Union, adherents of Hillman, a resolution will be introduced at the convention condemning "Dictator Stalin's Russia," as well as the Nazi, Fascist and Japanese dictatorships.

Another crucial issue before the convention will be the endorsement of a Third Term for President Roosevelt. The Curran faction is also expected to introduce a resolution condemning conscription. It is expected that on all these issues, "No Coffee Time" and Joe Stalin's boys will try to hide behind the bushy brows of CIO head John L. Lewis, who has a few irons of his own in the fire directed against Hillman and Roosevelt.

"The Party Line"

The current formula of the Stalinites for the "solution" of these issues—as evidenced by their maneuvers at the CIO auto and electrical workers conventions recently—seems to be as follows: On Roosevelt—propose that the whole matter be left in the hands of a committee composed of Philip Murray (pro-Roosevelt) and Lewis (anti-Roosevelt); on Russia—propose a "general" resolution condemning dictatorships as a "compromise"; on conscription—where there is genuine sentiment in the ranks, a blanket condemnation of universal military training as such with a possible compromise on condemning the Burke-Wadsworth Bill.

"Subject to Change"

The proposal on Roosevelt is intended to block Hillman's moves in favor of the current administration with Lewis backing, so as to enable C. P. stooges to continue to act under the cloak of the official CIO. In 1936 Curran and Co. carried out the "party line" of that time and supported F. D. R. for reelection. It is not a matter of being for independent political action by labor in principle, as against both old parties. The present "party line," requiring opposition to the imperialist politicians of the so-called democracies, while soft-pedaling on the imperialist politicians of Nazi Germany with whom Stalin has a mutual assistance pact, imposes the current anti-Roosevelt policy on C. P. dominated unions. It is "subject to change without notice."

A "Standing" Policy

Regarding Russia, the C. P. followers in the unions, knowing that the rank and file will never endorse an outright approval of Stalin and Co., whose whole course has served only to heap

discredit on the Soviet Union, are content to have the whole matter slurred over in a general resolution against dictatorships without mentioning names. Confusion worse confounded is preferable to them in this connection than a clear statement of the case. Anything to prevent a condemnation of the betrayal of the workers by the Kremlin clique! That is a standing policy—never subject to change.

C. P. "Pacifism"

On conscription, "pacifism" is the vegetable in season among the Stalinite politicians at present. Before the war and the conclusion of the Stalin-Hitler pact, they were beating the patriotic drums and practically ready to act as recruiting sergeants. Now, with the war going at full blast and threatening to engulf the whole globe, the best advice they can give labor is to remain disarmed, while everybody is arming. Strange behavior—but easily understandable on the part of people whose first allegiance is to the bureaucratic gang in Moscow.

Reaffiliation to A.F.L.

It is still hard to say whether the Hillman faction—which endorses the Roosevelt administration practically without criticism and without any reservations in regard to current policies hitting labor—or the C. P.-Curran faction will carry the day at Rochester. In any case, you can depend on Curran to carry out the "party line" to a "L." A split has been predicted in case the Curran forces come out on top. In that case, reliable sources say, Hillman may move toward reaffiliation with the A. F. of L.

Sun Yards to Get Ocean Dominion Contract

The Sun Shipping and Drydock Co. of Chester, Pa., was low bidder on three C-2 vessels, to be built for the Ocean Dominion Steamship Co. and will probably get the job. The vessels are designed to carry bauxite for the Aluminum Co. of America and will be operated from Atlantic and Gulf ports to the Caribbean.

In Memoriam

B. FRANCESCHI
Died in Harlem Hospital, N. Y.
September 12, 1940

WILLIAM H. TYLER
Drowned at Sea—S.S. Colleada
September 10, 1940

Good Advice to Labor:

Watch the Draft Boards, Senator Warns!

With the Conscription Bill enacted into law this week, interesting comments were made in formed quarters on the effect the new law will have on the fate of labor in this country.

Just before the bill's passage in the Senate, Burton K. Wheeler, Senator from Montana, warned that the Draft Boards enforcing the law may use it as a club over the head of labor:

Used as Club

"Let no laboring man in the country fool himself as to what the real purpose of this legislation is and what the result will be," Wheeler said.

"It will result in a club being held over the laboring men of the country in every industrial center."

To Intimidate Labor

"This legislation," Wheeler continued, "will mean for the laboring people that if they do not do as they are told to do, they may be drafted into the army." In other words, play ball with the employers or over the top you go.

Who Will Run Boards?

"Much is said," Senator Wheeler went on, "about the whole matter being conducted by local authorities. But who will compose the local boards in many communities, in industrial centers, which will have in charge the matter of selective service?"

"I can name community after community in which such a club was held over workingmen during the last war," the Senator said among other things.

Wall Street Comment

Tending to corroborate the opinions expressed by Senator Wheeler and to expand further on possible aims, a circular issued among financial men by the Wall Street brokerage house of Shields and Co. (for strictly limited consumption among the big shots) has the following to say:

"While most of the legislators in Washington voting for conscription are doing so as a measure of defense, those who were most instrumental in writing the first Burke-Wadsworth Bill go further. It is their feeling that universal military service will give the country the needed discipline, character and conservatism.

"They see in conscription an offset to subversive ideas. When talked with, they admit that a large standing army is a prime step from conscription of soldiers to drafting of industry and labor. They stress that even should the war end suddenly, the need of a large conscript army would not be lessened, for subsequent hard times would bring unrest that would 'have to be controlled'."

Labor Must Be On Guard

There is no doubt that in these comments there is just an inkling of what the employing class of the country, with headquarters in Wall Street, intends to do to utilize the new military legislation for anti-labor ends.

Universal military service is here. There is no question that the working stiffs of this country will have to and should equip themselves with the military training to defend themselves

Not a Word on the P and O From Curran's Stooges!

Continuing their well-established policy of silence when the facts do not fit into their flimsy pattern of lies, Curran and Co. remain discreetly quiet about the case of the P and O. By not as much as a whisper have the rank and file of the NMU been informed of what actually happened on that line. To tell the straight facts, the NMU officials would have to admit a damaging defeat for themselves and a distinct achievement for the SIU.

Baloney Won't Work

They can afford to continue slicing out the baloney about the tanker elections because it is hard for their rank and file to check on the facts, their only opponent on the tankers being—the phoney company unions.

But they can't say boo about the P and O agreement, because the SIU is right there with the facts. And the facts prove that the company did its darndest — maneuvers, strike-breaking, goons and all—to prevent the unionization of its fleet; that the NMU leadership did its worst to gum up the works for the SIU and that, in spite of all this, the SIU came off with flying colors on the P and O: a closed shop agreement, increase in overtime, payment of back wages for time lost.

Impotent Indignation

While they withhold the facts themselves and even in-

direct comment, their impotent indignation does come into evidence, however, in a little blurb in the last issue of the Pile-it. In it they announce that a meeting of four NMU ships' crews met at far-off Havana (!!) with representatives of "major marine unions of Cuba" (!!) and condemned the Labor Board policy in regards to the P and O. Furthermore, that this meeting recommended that the P and O situation be taken up aboard ships as a "national issue." All such "spontaneous" actions being usually cooked up by Curran headquarters, this is undoubtedly in line with official policy.

Only Foam and Froth

We wonder just what these gents mean by making the P and O case a "national issue." Are they intending a "pressure" campaign on the NLRB? Are they foolish enough to believe that even C. P. stooges on that board could reverse a decision which was brought about by the active participation of 90 per cent of the men that sail these ships? Or is the "national issue" just a matter of high-powered "explaining" to the increasingly restless rank and file?

More likely than not, the latter is probably the case.

It looks as if the NMU "leaders" are just helpless to do any more than foam and froth.

Texas Crew Gives Baseball Gear to Kids

After concluding a highly "successful" (uproarious for the spectators) baseball season, the crew of the S.S. Seatrain Texas decided that the gear they had bought for this purpose could be used to better advantage by the younger generation after all. Accordingly they requested Assistant Secretary-Treasurer Scotty Thompson of New York to donate it to a local charity institution. Scotty obliged by handing the baseball paraphernalia over to St. Peter and Paul's Church, 404 Hudson Street, Hoboken. The Rev. Father Brach of that institution received it in the name of the boys' club of the church and expressed his warmest thanks to the crew.

P. S.—An account of the Texas' boys baseball prowess was included in a report from Texas City, sent in to the last issue of the Log.

and their gains. But from the above comments hailing from Wall Street, it is clear that a Fascist or Hitlerite threat to the free existence of labor can come from within as much as from abroad.

Labor will have to be on its toes to see that the Draft Law is not turned against its own interests and to utilize universal military training for the defense of the common people.

"There's 1 Born Every Minute"

—Barnum

This week the New York papers carried one of those weird stories concerning a Get-Rich-Quick scheme, which makes the headlines with great regularity. Only this time it concerns seamen.

It seems that two slick gents by the name of Miville (alias Patton) and Rooke (that feller sailed under his own, unusually appropriate monicker) rooked seamen in this port to the tune of \$6,000 with a phoney scheme to launch an outfit to be known as "Atlantic and Mediterranean Steamship Lines, Ltd." After months of fancy figure skating (they were supposed to have obtained a loan of \$12,500,000 in London and endorsements from former Prime Minister Neville Chamberlain), the District Attorney's office finally caught up with them.

But before the wind-up, the two gents were able to collect a lot of hard-earned dough from quite a number of innocents. The latter had been "rapidly" promoted upon coming across with their contributions to the phoney scheme. Some had been named port captains, other port engineers—one, even port admiral!

The moral of this story for seamen is: Don't be suckers! Don't invest in phoney schemes! For security—join a bona fide seaman's union: the Seafarers International Union, an organization of the seamen and for the seamen.