

COMMUNIST CONTROL OF NMU RUINATION OF SEAMEN

Membership Overlooks Power That Lies Within Their Own Hands

SIU IS ANSWER TO PROBLEM

Although we feel that we must agree that the Dies Committee investigating un-American activities has brought to light considerable information attesting to the fact that the commies plan to completely take over the American Merchant Marine, we are not completely in accord with what they have done about it.

What we are getting at is this: It has long been a known fact among seamen that the Communist Party is practically in complete control of the National Maritime Union. We also know that the NMU controls the shipping on most of the trans-Atlantic ships. Therefore, it naturally follows that the Communist Party controls trans-Atlantic ships.

PROBABLE INVESTIGATION

However, the NMU does NOT control the coastwise or intercoastal ships. On the East Coast, most of the coastwise and intercoastal ships are controlled by the Seafarers' International Union—which is strictly anti-Communist. On the West Coast, the Sailors' Union of the Pacific controls the deck department on all ships. The SUP is also notably an anti-Communist organization. Now: it is quite possible that the Communist control of the NMU will result in a close investigation of all maritime unions, which, in turn, may result in the passage of legislation detrimental to these unions. This will be done, regardless of the fact that the SIU and SUP are not under Communist control, and the good will suffer with the bad!

MEMBERSHIP POWER

As a remedy, we would suggest that the rank and file membership of the NMU take steps to rid their organization of all Communists. Although the Party is in control of the NMU, they are not in the majority, and at least 85 percent of the membership are not commies, and would like to get rid of them. **DOES THE NMU MEMBERSHIP REALIZE THE POWER THAT LIES WITHIN THEIR HANDS? IF THEY DO, WHY DO THEY ALLOW THEMSELVES TO BE BULLIED BY A HANDFUL OF COMMISSARS? WHY HAS THE NMU ANNUAL ELECTION OF OFFICERS BEEN INDEFINITELY POSTPONED? WHY DOESN'T THE MEMBERSHIP INSIST THAT THE ELECTION BE HELD?**

Communist officials or sympathizers are not the only ones who must be purged from the NMU. There are also commies and fellow travelers aboard the ships. They must also go! If the rank and file would insist that the election of officers be held, and then go about the business of putting men in office who really have the interests of the seamen at heart, then, perhaps, the existence of the maritime unions would not be jeopardized.

COMRATS IN POWER

However, we do not place much faith in the ability of the rank and file membership of the NMU to rid their organization of the Communists. They have too much of a strangle hold on that organization, and it will take a lot to jar them loose. As a matter of record and fact, the comrats have been more or less in control of the NMU since its inception, and they have seriously gone about the business of entrenching themselves securely ever since.

What then is the NMU rank and file to do in order to save themselves? The answer is simple: **BREAK AWAY FROM THE NMU COMPLETELY, AND GET INTO AN ORGANIZATION FREE OF COMMUNIST CONTROL—THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA!**

SIU IS DEMOCRATIC

We do not claim that the SIU is a panacea for the ills of the seamen, but we do claim that it is the closest approach to it on this Coast! In the short year that the SIU has been in existence, we have proven ourselves time and time again, and have established the fact that we are a democratically

(Continued on Page 3)

NOTICE

All members are hereby notified that the \$5.00 Strike and Organizational Assessment, and the \$2.00 Hospital Assessment for the year of 1940 are now collectible.

Pay your assessments to your Patrolmen now, — **DON'T WAIT!**

Se notifica a todo miembro de esta asamblea y organizacion a pagar \$5.00 a beneficio he huelga y \$2.00 para el ano 1940.

Page este cuanto mas antes a su Patronisador, — **NO ESPERE!**

COMMISSION ATTEMPTING TO FORCE FINKY PROGRAM ON AMERICAN SEAMEN

Use Unemployment Caused By Passage Of Neutrality Act As Wedge

SEAMEN CAN PUT STOP TO IT

Are American seamen to be forced to subject themselves to the U.S. Maritime Commission's program of regimentation? This question has become increasingly important since the passage of the Neutrality Act, which has thrown thousands of additional seamen out of employment.

Following are the plans as outlined by President Roosevelt at a conference on November 10, the Maritime Commission now insists that seamen, in order to be eligible for relief, **MUST REGISTER IN THE MARITIME TRAINING SERVICE!** What sort of a dictatorship is that? It is cer-

tainly substantial evidence that the Commission intends to utilize this existing emergency as a means of furthering their phony program, and thus aid them in their union-busting campaign.

To Train More Finks

In a press release, dated November 14, the Maritime Commission outlined a plan to train 8,360 seamen annually in the Maritime Training Service, or, in other words, the Finky Training Schools! According to their own figures, the Commission's Fink Schools have had only 2,883 enrollments since their inception in September 138, and now they plan to train just about three times this number each year. The period of enrollment will last only three months, and then you will be put out in the cold, and on the beach again—with nothing gained!

Requirements Outlined

Requirements for enrollment under this so-called "emergency program" are that you must have had one year's sea service within the past three years, and must present a discharge showing that you were a member of the crew on the last voyage of a vessel withdrawn from service because of the passage of the Neutrality Act. But, in the meantime, what is to happen to the other bona fide seamen who are on the beach, with no hopes of landing a job? Apparently no provision has been made for them! It will be noted that the Commission has now cut the sea service time necessary for an enrollee from two years down to ONE year. This, in itself, is significant. As a matter of record and fact, there are at present non-seamen being trained by the Commission's Training Service.

Industry Overcrowded

Unless we are sadly mistaken—and we know that we are NOT—there are already more than enough seamen in the United States to take care of the task of manning the entire Merchant Marine fleet, but the Union-hating Maritime Commission gaily goes about the task of making more seamen. The industry is already so overcrowded that there are far from enough jobs to go around. **WHY, THEN, DOES THE M. C. PERSIST IN TRAINING PLOW JOCKEYS AND STUMP JUMPERS? ARE THEY**

(Continued on Page 3)

NMU COMMIE OFFICIALS HOODWINK MEMBERSHIP

Claim That Dies Committee Calls All Members Communists

COMRATS BRING ILL REPUTE

Ever since the Dies Committee had Joe Curran on the witness stand, a great hue and cry has arisen from the comrades within the ranks of the NMU. They protest that the Dies Committee is deliberately blackening the name and reputation of a bona fide labor organization, by classing it as a communist organization. Let it be said, for the record, that no one has claimed that the NMU is a commy outfit, but rather, they have declared that it is controlled by officials, most of whom are communist party members, or sympathizers.

As a matter of fact, one witness specifically stated before the Dies Committee that only

about ten percent of the rank and file membership of the NMU are commies. However, the commy stooges have taken it upon themselves to attempt to make the NMU members believe that they have been accused of being out and out commies,—when nothing could be further from the truth. It is, of course, a well known fact that the average NMU member is not a communist, nor even a sympathizer, but it is likewise just as well known that the NMU is completely dominated by the communist machine. The self-same condition prevails in Soviet Russia, where the communist party is actually in the minority.

Countless Sell-Outs

We hold no personal grudge against the NMU as an organization, but we are unalterably opposed to the commy top fraction which completely dominates the union. They have sold their membership out time and time again, and will continue to do so. Some outstanding examples of their perfidy are the tanker strike and the war bonus question. If these weren't deliberate sell-outs,—then we don't know one when we see it!

Comrats to Blame

Comrade K. K. Owen, NMU Agent in Galveston, in a lengthy letter to Congressman Dies, rants and raves about what he terms the "un-American action" of the Congressman in "dragging the National Maritime Union through

the gutter rears." We would like to point out to this misguided comrat that NMU officials are, themselves, responsible for the NMU being dragged through the mire: They dragged it down to that level themselves. If the commies had never gained control of the NMU, such an undesirable state of affairs would never exist; but the NMU has been commie controlled practically since its inception, and they have suppressed or purged every official who would not go along with their policy of rule or ruin.

It is, of course, more or less of a mystery to we who are members of the SIU, how the commies manage to retain control of the NMU, or even hold their membership together. However, it is frankly our opinion that the great majority of NMU members would desert that outfit willingly, and join the SIU, if the SIU had a sufficient number of ships under agreement to supply such a large membership with jobs.

On Verge of Collapse

Now, with the passage of the Neutrality Act several thousand more NMU members will be thrown out of jobs, and many of these men will undoubtedly seek membership in the SIU. As a matter of fact, many have already done so, and some of them could not seem to understand why they were refused. They can't seem to get it through their heads that

(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 333 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
Miami 809 N. E. First Avenue
Tampa 206 Franklin Street
Mobile 55 So. Conception Street
Houston 1712 - 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 St. Annex, New York, N. Y.

TAMPA QUIET

Tampa, Fla.
Oct. 31, 1939.

Have not seen any notes or news from Tampa lately. Things are quiet here at the present time, since the P & O strike was called off. The ships are sailing, and we have some of our members on the Cuba, doing the best they can to reorganize that ship.

The Company fires anyone who squawks about chow, working conditions, or, in some cases, if they find out you are a Union man. But the Union men are doing their best to line it up.

We have heard that the finks were loud in protesting about the overtime. They pay according to your monthly salary, and it ranges from 20 to 35 cents an hour, and you are lucky to get a couple of hours a month, the way it is chiseled down! Fresh milk for the crew has been cut out entirely, and the chow is lousy!

Then, there is the first class phony and scab-herder who is in Miami. He was formerly a member of the SIU and was given a break by the membership, but evidently he is the sort who will always be a FINK and COMPANY SCAB-HERDER!

Everyone is looking forward to the election.

Hold steady, mates!

Charles Evans, Gulf No. 3

Stand-By Crews for Ore Line Ships in Baltimore

Asks Members To Keep Record Of
Overtime As Aid In Beefs

FINKS FOUND EXPENSIVE

Baltimore, Md., Nov. 1—Shipping out of this port has been slightly below average for the past two weeks. However, in view of the air of uncertainty that pervades the entire shipping field due to certain provisions of the Neutrality Act, as they affect the United States Merchant Marine, it is not to be wondered at that changing schedule and hesitancy on the part of the shipowner results in a slow-down of shipping turnover in the Union Hall. With Congress still whittling on the Merchant Marine provisions of the Neutrality Act it looks like that, at best, no more than 76 ships

will be affected. These ships are, of course, on the Transatlantic run but we don't look for any great tie-up, but rather a change in service, and runs occasioned by the pickup in business on the Coastal and Intercoastal services, and especially the South American run, which at present promises to absorb more ships than the entire U. S. Merchant Marine can float. The cleaning up and readying of a great many of the ships in the "ghost fleets" of the United States bears this out, as for instance, down Solomons Island way where there are a number of old

ships that have seen better days laying at anchor, scores of men are busy reconditioning them, so that can make the trip up the Bay to the Baltimore shipyards.

Stand-By Jobs

After considerable representation by Agent McKay here, the Ore SS Line has agreed to provide stand-by crews for their ships, while they are docked here. These ships, on an average, only get 24 hours in port after being close to six weeks at sea without the crew getting ashore anywhere. Much of the trouble caused by the short time ashore allowed the crew, such as men missing their ship; not showing up to the last minute; or showing up intoxicated will now be eliminated by the new stand-by regulations, and, of course, the \$6.40 paid the stand-by men for their work will be a help to the men on the beach. Also, at Agent McKay's request, tank cleaning on these ships has been cut out. This job was a particularly dirty one and ruined the men's clothing; and since the Company seemed to hedge about paying extra for the job, it was requested that it eliminating all together, and this has been done.

Operators See Light

Beefs, which are plentiful these days, are being settled amicably without a great deal of trouble. On the Losmar the other day it took over four hours for the crew to pay off, due to the large number of overtime squabbles. It would be of material help to all concerned if the members kept a closer check on their overtime, and have it written out so that in case of dispute, the Patrolmen can see at a glance just what the member has coming to him, instead of having to spend an hour or so dragging the story out of the man concerned. It is noted these days that the average steamship company is granting the requests of the Patrolmen, without giving them some of the long drawn-out arguments they used to offer every time some improvement was asked for. Probably friend shipowner is beginning to realize that the seaman doesn't ask for a whole lot, but only what he is entitled to, and that when he does squawk, his beef is ninety-nine per cent of the time entirely justified. It takes some people a long time to learn anything, but we believe that is gradually beginning to seep through the shipowner's head, that by giving his seamen a half-way decent wage, and slightly improved living conditions, he not only boosts the caliber of the entire Merchant Marine, but helps his own business and saves himself a lot of time, grief, and money by avoiding tie-ups and disrupted schedules.

Finks Expensive

The shipowner's idea used to be, and in certain cases still is, that the only thing that mattered was getting his ship away from the dock, but now they are beginning

(Continued on Page 3)

IT'S ALL DONE WITH FLAGS

By O. B. P.

(Reprinted from West Coast Sailors)

At coastwise membership meetings of the SUP the Secretary was instructed to launch a vigorous protest with the Maritime Commission and the President against the transfer to Panamanian registry of eight United States Line steamships.

STARS AND STRIPES

The transfer was authorized by the Maritime Commission to a Panama corporation which will be organized and controlled by the United States Lines. The vessels will carry the Panama flag and will be operated by foreign crews. By this manœuvre, the vessels will be kept on the same run to French and English ports from which vessels carrying the United States flag have been barred by the neutrality act.

THE PARADE STARTS!

The United States Department and the Roosevelt administration which fostered the so-called neutrality legislation have, apparently, given their blessing to the venture. According to one member of the Maritime Commission the Diamond Lines, Lykes Bros., Waterman and South Atlantic Lines are expected to seek similar transfers to escape operation of the neutrality law. The pay-triotic shipowners, greedy for larger profits, have quickly followed the lead of the Maritime Commission. They can depend upon their stooges in Washington to look after their interests.

SWISS CHEESE NEUTRALITY

Whom does the government serve—and in whose interest does it function? One day after the passage of the law which was to safeguard our neutrality a hole opens up large enough to sail any ship through—by the simple device of hauling down one flag and running up another. Only simpletons can believe that the shipowners and the commission hadn't planned this move far in advance of the passage of the law. With the connivance of the State Department and the Administration?

SEAMEN SERVED SOUR FISH

The Maritime Commission was established for the ostensible purpose of building up the American merchant marine. Millions of dollars of taxpayers' money have been poured into the coffers of the shipowners through subsidies, etc. The seamen have been served with quite another dish—fink books, fink halls and fink training ships. For the shipowners, a larger dose of profit—for the seaman, a large dose of union-smashing devices.

THE SHIPOWNERS' DREAM

Thousands of American seamen will be thrown on the beach while a few individual shipowners will rake in wartime profits while employing foreign crews at a fraction of the cost of operating with American crews. Already, an advertisement has been inserted in the London papers by the United States Lines, for crews to man these ships. This means Chinese and Lascars, as attested to by the Assistant Secretary of the British Union of Seamen on a recent visit

to this country. High war rates and cheap labor—the shipowners' dream!

If they can get around the law by the simple expedient of changing the registry of a ship, what reason have we to believe that they won't do the same thing in the event of a strike or lockout? Again, with the support and blessing of the Maritime Commission, the State Department and the Administration—bolstered up by the political terrorism of the FBI, which is another dish they're handing organized labor these days!

FEED 'EM ALPHABET SOUP

Why can't the war materials going to France and Britain be carried in French and British bottoms, and other foreign bottoms under charter to these countries, which are now in the trade in non-belligerent waters—and use American ships to replace them in these waters? If they did that, don't you see, they would be deprived of the fat war rates and swollen war profits! That would never do! The Maritime Commission, Roosevelt and the rest of them, would not stand to see their friends deprived of their pound of flesh. So the seamen can starve, or, perhaps, go to the CCC camps to replace the CCC boys who are being recruited to man the fink training ships of the Maritime Commission while John Shipowner changes flags on his tubs.

"NATIONAL DEFENSE?"

We were also told that one of the main functions of the Maritime Commission was to build up the merchant marine in the cause of "national defense!" Now these fake Panamanian ships will sail out of New York Harbor with cargoes of war materials, and many of them will be sunk. Aside from the probability of the pay-triots involving this country in the war over such sinking "incidents" how can the admirals continue to maintain this fiction of "national defense." If these ships were needed for "national defense" before, how can they be spared now when the need for such "national defense" is supposedly becoming more acute every day?

DOING THEIR BIT!

We could go on for pages, exposing the complete hypocrisy of the entire setup. This is the setup that received the unconditional endorsement of the Curran, Bridges clique! The last NMU convention endorsed Roosevelt for a third term, and long ago gave actual support to the Maritime Commission program. The Maritime Federation convention and every other stooge outfit on the West Coast whooped it up for the "New Deal" and were the most rabid supporters of the "third term for Roosevelt." The Maritime Labor Board, which is part of this same setup, was invited to sit in on the ILWU negotiations. The stooges did their damndest to tie the maritime workers to the "New Deal."

NOT DONE WITH MIRRORS

The "New Deal," which long ago was transformed into the War Deal, has always been a RAW DEAL as far as the seamen are concerned. But the rawest thing they've pulled yet is this latest bit of sleight of hand work called presto, chango, once an American ship—now Panamanian . . . IT'S ALL DONE WITH FLAGS!

GULF DISTRICT GOING FULL SPEED AHEAD!

Negotiations Opened With Waterman And Mississippi Companies

COMRATS AFTER MFOW JOBS

New Orleans, Nov. 15—With the arrival of "Blackie" Prevost at this "storm" center of the Gulf District, much of the confusion that had existed here as a result of the "growings pains" inevitable in any new organization has been done away with. The membership, recognizing the necessity of putting the District on a solid financial and organizational foundation, voted unanimously to support all of the provisions contained in the re-organizational program.

This program,—due to Brother Prevost's unexpected recall to the West Coast,—is now being carried out under the personal supervision of R. D. Thompson, new International Representative to the Gulf District. Brother Thompson, in the short time he has been here, demonstrated the ability that has carried him thru the most trying and difficult situation during the period he served as organizer for the International in the Great Lakes District. Naturally, with the new shipping rules going into effect,—with especial reference to the ninety day shipping clause, and strict insistence upon payment of dues, some squawking is bound to be heard from various brothers whose mental capacity does not allow for normal assimilation. The brothers must remember that the shipping rules were voted in by over a two-thirds majority, and that in this organization the democratic rule of the majority of the membership decides.

It is going to be a little tough at first, but if the rank and file get behind this program, and shove a wee bit, we will, in a very short time, be able to shift from low to high.

Start Negotiations

In the meantime, Brother Thompson is meeting with representatives of the Waterman and Mississippi Lines, in an effort to secure agreements that will be, as far as possible, identical. Which means that instead of having certain shipping or working rules for one company, and a different set of rules for the other,—as was the case before,—an effort will be made to secure "twin" agreements, thereby doing away

BALTIMORE

(Continued from Page 2)

to realize that it is equally important to have a crew of first class, hard working, satisfied seamen, when she does leave the dock. There have been some notable examples of that, as for instance, the P & O ships where the fink crews are costing the company more in prestige and hard cash, than if they had granted the moderate and justified demands of their legitimate SIU crews, and more recently, the Acadia with its crew of Communist finks, shipped in order that the Company could avoid paying the few extra dollars that the original crew was entitled to, and thus the whole Merchant Marine gets a black eye.

Dance a Success

The Branch at this time wishes to thank its hosts of friends and well-wishers in this Port who donated their aid in making the first anniversary dance and party of the S.I.U. a huge success. From all accounts, everybody had a good time and friends and members alike of the organization are expressing the hope that the get-together can be made an annual affair.

Wm. McKay, Agent

with the chief causes of most of these beefs. We hope to have these "twin" contracts in the bag very shortly.

Also, Standard Fruit pulled a couple of its rowboats off of the mudflats, and we have already shipped a full crew,—black-gang, sailors, and cooks,—aboard her. We expect to furnish crews for the other two "Fruit" boats this week. How long they will run is a question, because they usually tie up at the end of the citrus season.

Communazi Wreckers

I see by the last edition of the "LOG" that the Baltimore Branch is having a case of the "heeb-jeebys" over phantom phone calls from the "Moscow" boys. Well,—they might be reckoning with phantoms there, but down here the little brothers of Big Joe Stalin are plenty alive and kicking. The latest maneuver of the Kremlin stooges is an attempt to muscle in on the shipping rights and contracts of the MFOWW. Under the guidance of the Communazi pilots the "good ship NMU" shivered its timbers upon every rock and shoal,—in or out of sight. The C.P. wreckers missed not one,—even if they had to turn around and go back to hit it!

MFOW Gets Run-Around

Now, with her bow stove in, her rudder gone, and the pumps leaking badly, the (com) rats are attempting to solve their situation by crawling aboard West Coast ships, under the too, too glittering slogan of "Equal Shipping Rights." MFOW&W men are to have equal shipping rights with NMU men, and vice versa. Which means that any MFOW man who allows himself to be lured into registering at the NMU halls, will find himself number 999 on the shipping list! An illustration of that was evident last week when six NMU men were shipped aboard the SS Illinois, and the commissars sweetly explained that at least fifteen men,—bona fide members of the MFOW,—were, and still are, on the beach here! Think it over you members of the MFOW:—Do you want to be number 999 on the shipping list by registering at the NMU halls, or protect your hard-earned rights and control over West Coast ships by registering at the SIU Hall? Where every facility is available to all West Coast men,—and where an iron clad ruling is in effect at ALL times. The ruling being,—West Coast ships for West Coast men!

That's about all for this week, except to remark that shipping picked up considerably this week, with about forty men shipped to offshore and coastwise vessels. There are about 130 men still registered.

Shipping for MFOW and SUP men very good.

"Blackie" Williams,
New Orleans Correspondent.

COMMY CONTROL OF NMU

(Continued from Page 1)

controlled organization, and that we are NOT answerable to Moscow nor to any other political headquarters! The rank and file of the SIU is the entire union, and they exercise their right to have a say in the control of the affairs of the organization. There is no dictatorship in the SIU!

Why are the shipowners insisting on elimination of the union hiring halls in the new agreement? Why was the tanker strike deliberately sabotaged by NMU officials? How did the commy leadership induce their members to fink on the SIU in the P & O strike? Why did they agree to the measly twenty-five percent bonus?

COMMIES RESPONSIBLE

Let the NMU members sit down and ask themselves some of these questions, and then decide for themselves. If they consider these questions carefully, it will be self-evident to them that the commies are out to rule or ruin, without any regard of what it costs the seamen!

The Communist Party is directly responsible for the upheaval in the American merchant marine, and if any ill effects result from it—the blame will also be theirs. **GET OUT OF COMMUNIST CONTROLLED UNIONS, AND LINE UP WITH A SEAMENS' UNION EXCLUSIVELY FOR SEAMEN—THE SEAFARERS' INTERNATIONAL UNION!**

Commission's Plan

(Continued on Page 3)

BUILDING UP A RESERVE OF UNION-SMASHING FINKS?

It can be plainly seen that the Navy autocrats controlling the Commission are using this sudden increase in unemployment as a wedge to further their phony scheme. ARE THE SEAMEN GOING TO ALLOW THEMSELVES TO BE FOOLED BY THIS QUASI BENEVOLENT GESTURE?

Must Be Stopped

Let's review the facts in the case. First: The Maritime Commission has consistently refused to bargain collectively with any of the maritime unions. Second: They have established their own hiring halls and have refused to ship men from Union hiring halls. Third: They do not follow any system of a rotary shipping, but hand-pick their men. All of this is part and parcel of a program strictly anti-union in all its phases, and is a direct threat to the life of each and every maritime union. **IT MUST BE STOPPED, AND THE SEAMEN, THEMSELVES, ARE THE ONLY ONES WHO CAN STOP IT!**

Commissars About Face

The NMU Commissars, after aiding and abetting the Maritime Commission for some time, have finally done an about face, and have declared that they are out to fight them. **HAD THEY DONE THIS IN THE FIRST PLACE, WHEN ALL OTHER BONA FIDE SEAMEN'S UNIONS WERE FIGHTING THE COMMISSION'S PROGRAM, WE WOULD NOT BE FACED WITH THE SERIOUS THREAT TO OUR EXISTENCE.** But no, for reasons best known to themselves, the Commissars previously played ball with the Maritime Commission, until they eventually realized that they were deliberately cutting their own throats, as well as those of the seamen!

The American seamen do not necessarily want relief—they want **WORK!** They do not want to be forced into attending the finky training schools of the Maritime Commission, and we do not believe that it lies within the rights of the Commission to practically threaten the seamen that they will not be given any sort of relief unless they enroll in the Maritime Training Service. This is the rankest sort of coercion and intimidation, and we don't believe that the American seamen will bow to this "take-it-or-else" policy of the Maritime Commission.

Fight the Commission

The Maritime Commission's

training program is a direct threat to the seamen, and we have opposed it from the start. We didn't believe it when it was inaugurated, and we still don't believe in it! **WE INSIST THAT THE BONA FIDE AMERICAN SEAMEN DO NOT NEED ANY TRAINING SUPERVISED BY ANY GOVERNMENT AGENCY, AND THAT THERE ARE CERTAINLY NOT ANY MORE SEAMEN NEEDED IN THE MARITIME INDUSTRY!**

KEEP AWAY FROM THE MARITIME COMMISSION FINK TRAINING SCHOOLS AND FINK HALLS! DON'T LET THE NAVY AUTOCRATS BLUFF YOU INTO FOLLOWING THEIR PHONY PROGRAM! STAND ON YOUR JUST RIGHTS AS AMERICAN CITIZENS, AND REFUSE TO BE COERCED OR INTIMIDATED!

HOW ABOUT THIS?

If the Administration is really interested in taking care of the unemployed seamen, and does not want to force the Maritime Commission's training program down their throats, we offer the following suggestions as an answer to the unemployment question in the maritime industry.

First and foremost, the American seamen do not want any form of charity from the government. They want work. Neither do they want to be forced into government sponsored training schools. Then, why not utilize the seamen in jobs to which their various qualifications best suit them? Put them to work on WPA projects and U. S. Navy Yards. Don't hand them a pick and shovel, and expect them to like it; put them to work at some job with which they are better acquainted, and pay them a wage commensurate with the work they are qualified to perform. In other words, pay them the regular union scale, plus union working conditions of the industry in which they are employed.

For instance, men who sail in the deck department could be employed in the following capacities: Carpenters, would, of course, do carpenter work. Boatswains and able seamen could be put to work as riggers and as painters. Ordinary seamen would be well fitted to act as riggers helpers, or painters.

Engine department men could be used in machine shops, electrical shops, boiler rooms, and as pipe or steam fitters. Also in many jobs requiring a knowledge of machinery and mechanics.

For the men who sail in the stewards department, we would

COMMY OFFICIALS

(Continued from Page 1)

the SIU does not wish to overcrowd their membership rolls, merely for the sake of a few dollars. The men on the IMM ships have been more or less the financial backbone of the NMU, and the loss of this income caused by the laying up of trans-Atlantic ships will cause quite a large dent in the NMU treasury. The NMU commissars are now making desperate efforts to hold their membership together, but we predict that there will soon be a complete collapse of that organization.

We ourselves know that the composed of commies, and we, composed of commies, and we, quite naturally, regard these men as our brother seamen. We want to work together with them, but such a thing cannot happen under their present set-up.

Appeal to NMU Members

Now is the time to break away from the NMU. That organization is in the process of folding up, and to the NMU members we say:—**BRING YOUR SHIPS AND YOUR JOBS WITH YOU INTO A REAL DEMOCRATIC SEAMEN'S UNION, AND FOREVER THROW OFF THE YOKE OF COMMUNISM WHICH HAS BEEN A HINDERANCE TO THE AMERICAN SEAMEN MUCH TOO LONG. YOU NMU MEN ON THE COASTWISE AND INTER-COASTAL SHIPS WILL BE EXPECTED TO FINANCIALLY SUPPORT ALL THE COMMY PIE CARDS IN THE NMU, NOW THAT THEIR INCOME HAS BEEN SO SEVERELY CURTAILED THROUGH THE TIE-UP OF SHIPS AFFECTED BY THE NEUTRALITY ACT. YOU WILL BE TAXED WITH MORE ASSESSMENTS THAN EVER BEFORE, AND YOU WILL BE BLED DRY. HOW LONG ARE YOU GOING TO STAND FOR IT?**

Announcement

Of considerable interest to SIU members will be the announcement that they will soon have Union emblems of their own. They will, of course, be in the form of lapel buttons of conservative design. They are quite similar to the SUP buttons—the only difference being that the lettering is changed to "SIU," and where the SUP buttons have "Org. 1885," our buttons will have "A. F. of L." They will be blue, gold and white in color, with an outer margin of dark blue, with the words, "Brotherhood of the Sea" inscribed thereon.

Sample buttons have already been received, and approved by the Emergency Board, and delivery is promised by December 1st. The buttons will be sold to the membership at a cost of 25 cents each, and any profit derived therefrom will be deposited in the General Fund of the Union.

The buttons will be placed on sale shortly after December 1st, and we urge that all hands purchase one at their earliest opportunity.

suggest that the government open cafeterias in Navy Yards and on WPA projects, and put these men to work as cooks, commissary stewards, waiters, etc. Pursers could be employed as timekeepers and checkers and in other clerical capacities.

Why can't some sort of a program similar to this be put in operation? Put the seamen to work at something they know how to do. Don't put them on relief, or force them into phony training schools. If there are no ships for them to sail on, then at least put them to work doing some job with which they are acquainted.

Decries Officials Seeking to Better Personal Affairs

Reasons for Decline Of NMU Explained

October, 11, 1939.

Editor, the "LOG":
Dear Editor:

During recent years we have seen the rise and fall of maritime unions which have had to give way to newer and succeeding organizations. We will no doubt witness next the decomposition of the now crumbling National Maritime Union. WHY?

We seamen on the ships who are accustomed to making our living at sea, have found through bitter experience that it is not prudent to make heroes of our Union officials, and blindly follow their orders as from a supernatural being; which, at times, has been of no benefit, except to certain corrupt officials themselves. We have now come of age, with regard to genuine union organization, and have learned the value of individual initiative by members in the conduct of union affairs.

Sincerity Necessary

The rank and file of present unions are better informed, and more advanced in the knowledge of issues which concern them, than at any time in the previous history of unions. Union officials are elected for the purpose of enforcing the orders and mandates as expressed by the majority of the membership, for the advantage of the membership at large, and not for the purpose of forcing their personal fancies, or theories of some other interest which are of no benefit to the membership. Union officials in office for their own particular advantage, and to serve interests other than the membership of their union, are doomed to an early end. Membership in any other organization or political machine does not make an individual any more intelligent or competent to serve his union, and tends to detract the mind from the interests of the membership, and distort the mind in consideration of issues which vitally concern maritime, or any other Labor. Members of maritime unions can only learn the problems which confront them, and the solution of such problems, aboard ships at sea and in participating in the affairs of the union, and not in the communist party and other dual organizations. When any combination of officials in the service of a political machine, such as the comrades and the finky fellow-travelers of the NMU, succeed in distorting the constitution and policies of an organization, and establish a dictatorship in the place of majority rule under a democratic system, the membership have only to move from under the jurisdiction of the defective organization, which falls of its own weight, and, as a result, a new organization is built on the ruins of the old.

Reason for Organizing

The Constitution of the United States provides for freedom in, "THE PURSUIT OF LIFE, LIBERTY AND HAPPINESS." In the earlier stages of the development of the nation, small concerns bargained individually with corresponding groups of employees. Today, we have business organized on a nationwide scale for the purpose of advancing their particular interests of business—mainly, to secure the utmost in profit at the least possible expense. Shipowners are organized into collective groups as a part of business. Seamen, like most

- TAMPA -

Tampa, Fla., Oct. 19—When the Maritime Commission could not break the Unions' solidarity, on West Coast in trying to open a Fink Hall in Seattle, fully endorsed by every Communist party organization in the country as a means of disruption, and say the seamen were not able to run their own unions on a democratic basis, which the SUP has shown time after time that seamen with a policy where everyone can be benefited will prevail as a Union which has done more for sailors than all the phoney rats tried to sell with their commy ideas on the East Coast, as shown by the finky NO-MORE-UNION, which has a record unfit for use even in the little red house in the backyard.

The spirit of the SUP alone, on the East Coast, has given many members of the SIU an idea what a militant Union can do in bettering conditions aboard ships.

Now, all the seamen have a big fight on their hands in preventing M.C. from filling the merchant marine with plow-jockeys, stump-pullers, and pumpkin-eaters, by opening a school here, and making sailors with one year's training. This school is a direct threat to every Union, for as soon as we strike for better conditions, these punks will take out ships, and the militant seamen will be left high and dry on the beach for striking against the bosses.

When the New-Moscow-Union endorsed the finky policy of the M.C. last year, that was the beginning of the shipowners' PLOT to get rid of all militant seamen on the waterfront.

other groups of Labor, have therefore found it necessary to collectively organize into unions in order to secure the requisites of "LIFE, LIBERTY AND THE PURSUIT OF HAPPINESS," and to establish and preserve a standard of living fit for man. Under this recognized system of checks and balances in a democratic country, the seamen's union is able to counteract the force of shipowners associations and the organized companies themselves, which, if left unchecked, would again force wages to the lowest depths at which poverty-stricken men will work, eliminate all pay for overtime, and to live in such quarters as are unfit for cargo.

NMU Will Perish

Since seamen are organized into unions for the purpose of resisting oppression, we arrive at the final conclusion that any union which degenerates into a racket for the benefit of its officials must finally destroy itself. The National Maritime Union, consistently failing to serve the purpose for which the members founded it, and tending to follow the dictates of the COMMUNIST POLITICAL MACHINE, which have found advantages in alliance with the shipowners and capital interests of this country, and the bloody dictatorships of Europe, will perish as did the unions which preceded it.

ABOVE THE CHAOS AND CONFUSION LOOMS THE FINAL STRUCTURE OF THE TRULY INDUSTRIAL SEAFARERS' INTERNATIONAL UNION. "YOU MAY FOOL ALL THE PEOPLE SOME OF THE TIME, SOME OF THE PEOPLE ALL OF THE TIME, BUT YOU CAN'T FOOL ALL OF THE PEOPLE ALL OF THE TIME!"

Fraternally,

Waldo Cripe, SIU No. 112
Deck Delegate
SS Seatrain New Orleans.

**Have You Voted?
Cast Your Ballot For
Officers -- Now!**

Urges Members to Fight M.C. Program

Nov. 12, 1939.

Editor, "Seafarers' Log":

The American seamen have here in this country the spectacle of a government that enacts legislation for the protection of Labor and the laboring man; such as the Wagner Act, Wages and Hours Act, and the Child Labor Law which is in the process of being added as an amendment to the Constitution.

Then we, the seamen, have the government doing a right about face by attempting, through its phony Maritime Commission, and every means at its disposal, to destroy the seamen and their organizations, and working conditions, which were achieved only after long and hard years of endeavor on their part.

By setting up the Maritime Commission for the express purpose of shipping non-union seamen on American ships, and refusing to allow collective bargaining or union meetings, or any kind of representation whatsoever on their ships, and putting in commission a so-called Maritime Training Ship for the express purpose of training (So they claim) union-wrecking finks and scabs, and then going into a great government relief project—the CCC—to recruit these Labor destroyers.

Deluding union seamen in the NMU, through their Kremlin creatures, to ship through government Maritime Commission hiring halls, and thereby destroying, in a few short years, all the seamen had gained after years of battle with the mighty steamship companies.

Now these Moscow-Berlin stooges, having wrecked their own union through their phony policy of helping the government get shipping bureaus established, have taken it upon themselves to attempt to destroy the only unions on the East Coast, the SIU and the SUP on the West Coast, who are continually fighting this finky, labor-wrecking policy, and have successfully resisted both the Maritime Commission, and the phony "Kremlin Kranks," and will continue to do so!

Andrew Keyser, SIU No. 2570

Suggested Reading

SS Yarmouth
Boston, Mass.
Nov. 5, 1939

Editor, "Seafarers' Log":

I have just completed reading Ben Gitlow, which appears in the December issue of Cosmopolitan magazine, in which the former secretary of the Communist Party in America makes a clean confession of the Comintern activities in the United States.

Gitlow states emphatically that during his tenure of office he received from Moscow the sum of \$50,000 to foster communism among the American seamen. To quote Gitlow's article, he states in part, "this work in the Merchant Marine is a good example of our methods, under Moscow orders."

He further admits the establishing of "port bureaus" in major seaports of the world, to entrench communism in our ranks.

This outspoken article, written by a former communist leader, a man who twice ran for the office of Vice President of the United States, on the Communist ticket, should be read by all seamen—both A F of L and CIO—to fully understand how far Moscow will go in order to spread the Communist Doctrine, and undermine the American Labor Unions.

Fraternally,

James B. Harris,
SIU No. 700

NOTICE

DAVID HARRIS, a seaman formerly employed on board the S.S. ROBIN GOODFELLOW, kindly communicate with Frederick R. Graves, 44 Whitehall Street, New York City, regarding an accident to OTTO WANNE (A.B. on or about December 1, 1938 in the port of Mombassa, East Africa. All other members of the crew who were present at said accident or who know anything concerning same also kindly communicate with said Frederick R. Graves.

UNNITY - NMU STYLE

As I read the article, printed in a recent issue of the "LOG," regarding Curran's comments on his perverted opinion of the type of men we have in our Union. I am reminded of an incident that happened during the first convention the NMU held.

I was pumpman of the Gulf Star. The ship went to Robbin's Drydock in Brooklyn. When we arrived there, we found that a strike was going on. I at once began to get the crew together for a meeting to decide what action to take in support of the shipyard workers, as some of the other ships had called a sympathy sit-down strike. This was proposed to the crew on the Gulf Star. The crew decided, at the suggestion of one of the commies, to wire Curran for advice on what action to take. He answered via wire, to take sit-down action. About one-third of the crew responded—the rest thought the measure was too drastic. I made a proposal that we all get on the picket line, as that was the only place to have any effective results. Only one volunteered to do this, and he was the only other AFL man in the crew besides myself. This, of course, was before the Gulf Refining Company gave the NMU their contract on a gold platter. Incidentally, it was due to Curran's action in this strike that this so-called contract was so graciously given to the NMU.

So, out on the picket line we two went. The Gulf Company's big shot spotted us from one of the windows, and when we started back for the ship, we were told to corted us to the ship to see pack up and get off. A yard bull esthis order was carried out. We told the crew what had happened and asked them if they were going to do anything about it. The comrat in the bunch popped off and told the few others who were sitting down that we had no business to oppose the orders of "Jo-Jo," the sickle-faced mug! So, under those circumstances, the crew wasn't obliged to take any action on our account.

We proceeded to the NMU hall to find out what the score was on the decision of the crew. When we got there—lo and behold!—there were two jobs posted on the board; one Second Pumps, and one wiper for the Gulf Star. When we related to Curran what had occurred to us, he merely said: "I understand you two are AFL men," what the Hell do you expect me to do for you, when we have our own men to look after first?"

The ship sailed two days later, and all the finks that didn't obey the great Curran's order sailed with her. Also those that didn't sit down were even paid for the time they sat down, as I later found out.

Fraternally yours for ONE BIG UNION.

Jos. Flanagan, No. 542

**Take An Interest In
The Affairs of Your
Union -- Vote!**

CHUCKLES

(Reprinted from the Alaska Fishing News)

From Mrs. Sam Anderson we received a copy of the "Harbor Sentinel" of Newport, California, from which we clipped the following:

Actual Excerpts from Letters

Received by State Relief

"When will I get my relief? You say you send them where I am."

"My husband worked one shift for two months, now he left me and I ain't had no pay since he's gone or before either."

"Please send my elpement as I have a four months old baby and he is my only support and I need all I can get every day to buy groceries and keep him in close."

"Please send me a letter and tell me if my husband made application for wife and child."

"Both sides of my parents is very poor and I can't expect anything from them as my mother has been sick in bed with the same doctor for one year, and won't change."

"I am a poor woman and what I got is gone."

"Please send me some wife's form to fill out."

"I have already rote the president and I don't hear from him. I will write Uncle Sam and tell him about both of you."

"The Mrs. has no clothing for over a year ad has been regularly visited by our parish priest."

"I can't get my sick pay and I got six children. Can you tell me why?"

"This is my eighth child. What are you going do do about it?"

"I am writing you to say my boy was borned two years ago, and is two years old now, when do I get relief?"

"Please find out if my husband is dead, as the man I am living with won't eat or anything until he nos for sure."

"I am annoyed to find out for certain you have branded my boy illiterate. Oh, the shame, as it is a dirty lie, as I married his father a week before he was borned."

"In answer to your letter, I gave birth to a boy weighing 101 pounds. I hope this is satisfactory."

"You have changed my girl to a boy, does this make any difference?"

"I have no children as my husband is a truck driver and works day and nite."

"In accordance to your instructions I gave birth to twins in the enclosed envelope."

"Sir, I have forwarding my marriage certificate and my two children, one of which is a mistake as you can see."

**Don't Be A Shirker
Vote Now!**

NOTICE

Will AB seaman Thompson, now on the SS San Rafael; Henry Godlewski, oiler; Al Poore, oiler, Skenkis, fireman, who is reported working in New York, please get in touch with my attorney, S. B. Axtell, 15 Moore Street, New York City, concerning my case against Bulk Carriers Corporation for accident on the SS Oregon, at once. My case will be reached for trial within two or three weeks.

Salvatore Acurso

If Michael Evans will call on his attorney, Silas B. Axtell, 15 Moore Street, New York City, he can sign releases and get his check. Anyone knowing him, please call this to his attention.