

SECURITY
IN
UNITY

SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., FRIDAY, FEBRUARY 7, 1941

440

No. 3

DIRKSEN INTRODUCES VICIOUS MEASURE IN 'ALL-OUT' ATTACK ON SEAMEN'S RIGHTS

Supreme Court Ends Anti-Trust Suits Against Unions

WASHINGTON, D.C.—In one of the most important legal decisions in a decade, the Supreme Court of the United States ruled that labor unions are immune from prosecution under the Anti-Trust Laws so long as they do not combine with non-labor groups.

Demand Higher Pay From Navy Board for Shipyard Workers

WASHINGTON, D. C. — Delegates from the Metal Trades Councils in Government Navy Yards, at a conference held in the A.F. of L. building here, formulated a program for higher wages for the consideration of Secretary of the Navy Frank Knox and his associates.

The metal trades workers are dissatisfied with the failure of the Naval Wage Board of Review last year to grant pay increases to skilled mechanics in the navy yards. The unions claim navy yard rates are now lower than in private industry and should be raised if the Government wishes to obtain the craftsmen it needs.

Administration Plans To Enforce Wage Act Provisions In Canneries

Chicago, Ill. — Rigid enforcement of the provisions of the Federal Fair Labor Standards Act in the canning industry during 1941 was promised by Col. Philip B. Fleming, Administrator, in an address before the annual convention of the National Cannerymen's Association. When peak operations are under way this year, he declared, the Wage and Hour Division of the Department of Labor will have a force of 1,000 inspectors covering the canning industry, compared with only 109 inspectors two years ago.

The current minimum wage of 30 cents an hour, he declared, has not entailed any hardship for the canning industry as a whole, pointing out that labor is a relatively small item in running a cannery—under 12 percent of the total cost.

"Labor cost," he said, "is only
(Continued on Page 4)

Perkins Committee

Raps Sabotage Laws Directed Against Labor

WASHINGTON, D.C.—Secretary Perkins's committee on defense bills sharply criticized five bills, designed to prevent sabotage of defense activities, which were drawn up by a Federal-State Conference on Law Enforcement Problems of National Defense convened by Attorney General Jackson.

The Committee which condemned the bills as inimical to the welfare of organized labor was named by Secretary Perkins in compliance with a resolution adopted at the Seventh National Conference on Labor Legislation which she called last month.

Dan W. Tracy, assistant Secretary of Labor, is chairman of the committee.

The five draft bills are a sabotage prevention act, an explosives act, a State Guard act, an Interstate Public Property Act, and an act providing for "fresh pursuit" by military forces, which would permit the entry into one State of military forces of another State in pursuit of insurrectionists, saboteurs and the like.

On the sabotage bill, the most

(Continued on Page 2)

(Continued on Page 3)

H.R. 2662 Aims to Outlaw Union Hiring Halls; Imposes Compulsory "Fink Book"; Hamstrings Strikes

Retreating, after a storm of protest from the maritime and other labor unions, from his original intention to place before Congress a Bill to make the enrollment of merchant seamen in the Naval Reserve compulsory, Representative Everett M. Dirksen introduced another measure in the House of Representatives this week, the chief aim of which is to outlaw Union hiring halls. The new Dirksen Bill is to be known as H.R. 2662, and aside from banishing Union halls, provides for a series of other equally vicious regulations affecting union seamen.

Facts and Figures Behind 'National Defense' Production

In the year ended June 30, 1940, the defense program and the first ten months of the European war boosted the PROFITS of 373 large American industrial corporations by 58 PER CENT, while the total WAGES and salaries of American workers rose by only 5 PER CENT, and the total income of American farmers by less than 8 per cent, the Department of Commerce said this week in its annual report.

No wonder big business is so patriotic and so hot for "all aid to Britain." No wonder, also, that John Employer shrieks "national defense" every time a union tries to organize or strike for a few cents raise in pay!

Trick Amendment

Not content with introducing this Bill, Mr. Dirksen attempted to sneak through a rider, to the same effect as his Bill, when the House of Representatives later in the week voted on the Independent Offices Appropriation Bill, which did not deal with maritime labor conditions at all.

Dangerously Close Vote

The Dirksen amendment to this Bill was defeated by a standing vote of 73 to 51, after members of the Merchant Marine and Fisheries Committee explained that a measure incorporating the same purpose was already presented before it for consideration. Although this constitutes a first defeat for the impatient, labor-baiting Mr. Dirksen, the closeness of the vote—occurring under such peculiar circumstances—cannot but serve as a signal that a very real and grave danger exists of that vicious anti-seamen's legislation gaining passage in Congress eventually.

"Seamen's Enemy No. 1"

The repeated moves made by him in recent weeks, and the undue haste shown in using any and every pretext for introducing his vile anti-union legislation, clearly brand Mr. Dirksen as the chief stooge of the shipowners in the government machinery. His devotion to the shipowners' aim of smashing the maritime labor organizations brand him as SEAMEN'S ENEMY NO. 1.

Preparing Heavy Blows

Apparently convinced that public opinion is not yet sufficiently
(Continued on Page 4)

S.I.U. Makes Clean Sweep In Robin Line N.L.R.B. Elections

Continuing its string of victories in recent elections called by the National Labor Relations Board on unorganized ships, the Seafarers International Union of North America made a clean sweep on the vessels of the Robin Line (Seas Shipping Company) when the final vote was tallied at NLRB headquarters in New York this week.

Of a total of 201 seamen participating in the voting, 199 cast a clear ballot in favor of the S.I.U. to represent them for collective bargaining purposes. Only 1 company stooge could be found who voted against. One ballot was declared void. Altogether 210 men were eligible to vote.

With each NLRB election, it seems, the percentage of votes cast for the Seafarers is mounting. In the case of the Robin Line it constitutes almost a complete shut-out of the anti-union element.

This trend serves to show in demonstrative fashion the increasing confidence developing

among rank and file seamen on the East Coast in the S.I.U. This fact is hardly to be wondered at. Seamen compare conditions between S.I.U. ships and ships that are under the N.M.U. or unorganized—and in every case find that S.I.U. conditions are tops. The recent hike in bonus pay achieved by the S.I.U.—getting a flat dollar a day rate for all war zone runs—

is only one factor in proving the superiority of the S.I.U. as the organization winning wages and conditions for the East Coast seamen.

It is such achievements that account for the overwhelming vote of confidence given the S.I.U. by the men of the Robin Line ships.

The Union will now proceed to enter into negotiations with the company in order to obtain the same closed shop agreement and the same high standards that are enjoyed by seamen on all S.I.U. ships.

NOTICE

Men on the beach at Beaumont, Texas, are advised to get in touch with W. H. Farley, Secretary, of I.L.A. Local No. 1610. Brother Farley has had quite a number of calls for seamen and has agreed to ship S.I.U. men to such jobs. Make sure to register with him if you are on the beach at Beaumont.

Published by the
ATLANTIC & GULF DISTRICT
of the
Seafarers' International Union
of **North America**

Affiliated with the American Federation of Labor

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

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
PUBLICATION TO:

"THE SEAFARERS' LOG"
P. O. Box 522, Church St. Annex, New York, N. Y.
Phone: BOWling Green 9-3437

Union Discipline or Regimentation?

The shipowners, the shipowners' stooges and their bosom pals of the Navy high command are spending sleepless nights scheming and plotting to put the old shackles of slavery on the hands and feet of the seamen again. That's what all the anti-Union bills in Congress are about. That's what the howl in the bought press about "indiscipline" and "soviets" in the Merchant Marine is about.

What they want to do is inflict upon the seamen that ultra-strict, stifling and oppressive military discipline known for its horrors as **regimentation**. It is clear that should they succeed, it will mean the end of democratic labor unionism on the high seas. It is clear that with the growing war hysteria, "public opinion" can easily be whipped up in their favor and against the rank and file of seagoing men, in the name of "national defense." It is clear that the hard-won and bitterly fought-for conditions of the union seamen are today threatened as never before in the last few years, since the revival of maritime unionism.

How can the conscientious, loyal and responsible union seamen cope with this threat? How can the pitfalls of regimentation be avoided by the great body of organized maritime labor?

The answer is clear:

IT IS UP TO YOU!

It is up to every good and trusted union seaman to insist on the strictest UNION discipline aboard the ships!

As against the regimentation, the dreaded military discipline of the brass hats, sponsored by the shipowners, the rank and file seamen have only one weapon: *that is the voluntary discipline, democratically decided upon by the rank and file seamen in the union of their own choice!*

As against the Admirals' desire to establish the discipline of unthinking automatons and robots, the rank and file of the merchant seamen must learn to counterpose the discipline of free men organized by their own will and with their own consent in unions representing their own interests.

If crews insist on tying up ships or preventing their scheduled sailings in an unauthorized manner; if they wantonly disregard signed agreements; if they refuse to obey the lawful command of the master of a vessel—instead of resorting to the democratically approved grievance machinery of the Union to settle beefs—they are working AGAINST THEIR OWN BEST INTERESTS. THEY ARE BREAKING UNION DISCIPLINE. THEY ARE PLAYING INTO THE HANDS OF THE SHIPOWNERS AND OF ALL THE ENEMIES OF UNION SEAMEN!

How easy it is for the shipowners and the brass hats and the whole mercenary press of the country to pick up some such unauthorized beef in order to push through legislation hamstringing the maritime unions! How easy it is nowadays to whip up the cry of "national defense" and to howl "sabotage" when such unauthorized acts leave the union defenseless!

No other way of meeting the shipowners' attacks—perpetrated under the smokescreen of "patriotism"—exists, except the strictest UNION DISCIPLINE. To retain our rights as seamen, to continue to run our affairs as we see fit—without hindrance from any outside source—the Union must be able to show its real power. Unauthorized beefs, individual actions on ships, thoughtless acts of disobedience on the high seas—all this tends to weaken the Union. In order to make the Union all-powerful, capable of meeting any and all attacks in this growing emergency, the word must be passed around: **EVERYTHING THROUGH THE UNION, ALL ACTIONS APPROVED BY THE UNION, ALL CONFIDENCE IN THE UNION!**

United, acting as all for one and one for all, the Seafarers' Union can face all threats without a shadow of fear. Divided, the Union is doomed, a prey to all the wiles and schemes and plots of the shipowners and all its other enemies.

To defeat all the vicious anti-labor bills, to prevent the dreaded regimentation of the brass hats, to lick all the schemes for a return to sea slavery, **UNION DISCIPLINE** is the order of the day.

UNION DISCIPLINE alone can uphold and safe-guard decent wages and tolerable living and working conditions, all the gains that seamen have bled for. **UNION DISCIPLINE** alone can keep organized maritime labor on an even keel in these stormy seas of war hysteria. **UNION DISCIPLINE** will keep her steady as she goes!

Out Of The MAILBAG

A Letter From An S.I.U. Brother In The Army

Fort Bragg, N.C.
February 3, 1941.

Dear Brothers:

When I first came here to Fort Bragg I thought I would like it. I really changed my mind fast. The chow is lousy. All we do the whole day is run up and down stairs. We get inspected at least once every day, sometimes twice a day. We get inspected for disease, which is very foolish because we are in quarantine for 14 days.

We cannot go anywhere, we cannot go across the street to see the other fellows. The non-coms are really lousy to us. We have to stay by ourselves until our quarantine is up. It's a little better than Fort Dix, at least we sleep in spring cots and have wash-bowls and showers.

I am driving a truck and pull an anti-tank 37 mm. gun. That is going to be my gun job. My sergeant is teaching me at what rate of speed I should go when I pull a gun. . . I am in the suicide squad. That's what they call us. This company was wiped out in the World War. So we are the first to get it started again. We have Saturday afternoon and all day Sunday off. I have to go out and get my needle today, which is the fourth. I may go on maneuvers in another 12 days. They claim that they will and must make soldiers out of us in 13 weeks. When we are, they will take us and show us how to fight. We have sides which are called Blue and Red. We may travel all over the United States or may go to Puerto Rico, or South America. I suppose that will be fun. . .

Well, I guess that's about all. I hope you will send me the paper. Fraternally,

S.I.U. No. 6577

P.S.—A sucker for the army just came back from the needle. I had some butcher. He lost the needle in my arm. He had to pull it out with tweezers. My arm feels dead and blown up. So long again!

Supreme Court Ends Anti-Trust Suits Against Unions

(Continued from Page 1)
ing the freedom of action of organized labor.

Prevents Misuse

Mr. Arnold had recently announced his intention of using the Anti-Trust Laws to intervene for the government in settling disputes between the A.F. of L. and C.I.O. The decision of the Court excludes that and leaves intact labor's right to settle affairs within its own ranks.

Hits Only Collusion With Employers

Translated into laymen's language, this interpretation of the law means that when a union is acting in its own interest and is not in collusion with employer groups to restrain trade, its activities are not subject to prosecution under the Anti-Trust laws regardless of whether jurisdictional disputes or other practices complained of by Thurman Arnold are involved.

Secretary-Treasurer's Report

Washington, D.C.
January 31, 1941.

Late last Friday afternoon, Congressman Dirksen introduced a Bill in the House of Representatives which is now known as Bill H.R. 2662, and the title of this Bill is:

"To establish hiring halls under the control of shipping commissioners for the engaging of seamen for certain vessels, to control subversive activities among seamen, to impose additional citizenship requirements for manning vessels of the United States, to establish more stable labor relations in the merchant marine, and to protect the status of the American Merchant Marine as an integral part of the national defense."

MOST SERIOUS THREAT

Every member of this organization can and must realize that this Bill H.R. 2662 is a serious threat to our organization. If it is passed, it will kill our democratic rights as free citizens to bargain collectively as to the manner in which we shall be employed. It will take away the democratic right of every seaman to be able to work at his trade without being compelled to submit himself to such a black-listing system such as the continuous discharge book.

This Bill has been referred to the Committee on Merchant Marine & Fisheries and I have been informed by the Committee that all who want to be heard on this bill in public hearing will be given plenty of opportunity to present their full side of the story and that there will be no railroading of the Bill by those or through the efforts of those who seek its immediate passage for the obvious reasons why the Bill was conceived in the first place.

SEND IN RESOLUTIONS

We can expect a stiff battle on this Bill and it will take the combined efforts of all seamen to defeat it. I hereby request that each Branch of the Atlantic & Gulf District draw up an individual resolution condemning Bill H.R. 2662 and protesting its passage, and that such resolutions be presented to the membership at regular business meetings and that the membership assembled in such meetings go on record as **UNANIMOUSLY** concurring in all such resolutions. Resolutions like these, and in numbers, coming from each Branch will be of great material aid to us here in Washington when we appear before the Committee on Merchant Marine & Fisheries in public hearings on this Bill. All such resolutions should bear the following words at the top: **TO THE COMMITTEE ON MERCHANT MARINE & FISHERIES, WASHINGTON, D.C.** Headquarters should be sent at least two copies of all such resolutions apart from the one appearing in the minutes. I urgently request all Branches to take immediate action on this and get the resolutions underway without any undue delay.

Fraternally,

SYDNEY GRETCHER, Secretary-Treasurer

Seafarers' Log Honor Roll

S.S. GREYLOCK	\$33.00
S.S. WEST MADAKET	7.00
S.S. CARRABULLE	3.80
Steward Department	1.00
S.S. MAE	
Engine Dept.	4.03
Deck Dept.	2.39
Steward Dept.	1.50
S.S. SEATRAN NEW YORK	
Deck Dept.	5.65
Steward Dept.	3.75
Engine Dept.	2.85
S.S. CATAHULA	3.60
S.S. CASSIMIR	3.00
S.S. ANGELINA	2.60
S.S. BEAUREGARD	1.00
S.S. ST. JOHN (Engine Dept.)	7.70
S.S. ROSARIO	6.70
S.S. CITY OF BIRMINGHAM	3.75
S.S. DELMAR	5.00
Canadian Seamen	7.00
Wilbur Diekey	2.00
Bernhard Hammelhan	2.00
Dusan De Duisen	1.00
H. Czerkies	1.00
Charles Lovelace	1.00
Singletary	1.00
John Jason	.50
Branslow Zogarda	.50
V. Smiley	.60
F. Crawford	.50
Ernest Johnson	.30
Total	\$115.73

To A Certain First Assistant

He works from morning until night,
And never makes a beef,
And if he keeps on doing right,
Some day he'll be a chief.

He's the two-gun terror of Baltimore,
He's slain his enemies by the score,
But when his old lady meets him at the door,
He's just tame, toothless Topi from Baltimore.

—E. D. Barber, No. 50088

What's Doing—

Around The Ports

TEXAS CITY

January 25, 1941.

Editor, Seafarers' Log: Dear Sir and Brother:

It has been a very slow week down in the sunny south, shipping slow, only had to hunt up a couple of A.B.'s all week. At present, have plenty of men in the engine dept. Still hearing repercussions about the drinking going on, on the ships.

See by the papers that in Beaumont they are launching a ship, using bananas to grease the skids. Will this make it a fruit ship?

Also see that the NMU is asking for increases. Must have found the idea through the ship-owners fact-finding commission that stated for the coastwise operators to keep the wolf away from the mansions, they would have to have at least a 25% raise on freight rates to and from Houston. And this, mind you, after the figures were issued showing that some of the operators made more money in the last year than at any other time in their history!

From the papers, it seems to me that the men sailing the old wooden steam-schooners on the coast are the ones that should be getting a bonus. Check on how many of them have been in trouble and lost in the last year.

Had a call for a diesel oiler the other day; no catchum. Seems that a lot of the members who have this experience should start checking on when and where these ships are going into commission.

The Bayou in and out on her last trip the other day. At last reports, being turned over in New York. By the time that you read this, it will be flying a foreign flag.

Steady as she goes.

A. W. Armstrong

February 1, 1941.

Editor, Seafarers' Log: Dear Sir and Bro:

Things slowed down here in the last week. Shipping still very good, with a shortage of men. No big beefs, just the usual small ones.

The new hall folded up, so we will continue in the same old stand.

Well, it's about time for the members to start the old squawk, HOW DID THAT GUY GET IN THERE? You know, the boys that go ashore and haven't time to go to the hall and vote. Just

one more week to put your selections on the ballot.

I have a copy of an old appraisalment in the year 1857, that lists a man's estate. Leading off are his slaves; top price is \$1,300.00 for a young husky, down to \$250.00 for a woman. If the Naval Reserve bill goes through, what price do you think a seaman would rate?

There is an Italian ship that has been in Houston since Italy entered the war and the crew is standing by her. Any day you can go down there and see the crew over the side slapping on paint. They must have put on at least six or seven coats. Maybe they figure is they get enough paint on, they can use it for armor.

If the members will take time off to read and study the Sec-Treas. report in the last issue of the Log and act accordingly, we will be a long ways on the road of consolidating what we have won.

See that it is still like getting some men to go to a dentist to have some of these ports write in to the paper. How come? Ye gods, the only way that you know some of these ports have branches is to read the directory! Also, while I'm squawking, how come that more members don't write in? Don't tell me that no one in this organization can write. It don't matter if you can't spell, the Ed. will correct your letters. I know from experience!

Steady as she goes, Armstrong

JACKSONVILLE

January 25, 1941.

A Notice was sent in the minutes of Monday, Jan. 20, 1941, not to ship T. A. Steinecke, P. 942. I would also like to have it printed in the SEAFARERS LOG.

Another permit man came up yesterday, by the name of James Downing, P.1308, and asked to ship out as A.B. He showed his permit, and I found out that the permit was issued on July 23, 1940, and he was paid up for the month of Sept. I asked him what the trouble was, why he couldn't pay up his dues, when he only paid off a ship on January 16th. I picked up his permit and sent it to H.Q. This man has a habit of hanging around fink-halls and to my opinion, is using this organization for a good thing.

An ex-N.M.U. man who is disgusted with that bunch of commissars, came up into the hall

TAMPA

January 21, 1941.

Editor, Seafarers' Log:

Business is rocking along fast and fine with sailors more scarce than ever. The boys down here have been having a good laugh for the past week, that is, since the S.S. Manhattan went on the beach. They are calling it the \$1,000,000.00 monument donated by the U.S. Lines to the Maritime Commission.

Come to think of it a real sailor would get a good laugh out of a silly stunt like that. There it was, a nice quiet moonlit night, the sea like a lily pond, right off the strongest radio beacon and light in the Gulf and the beach lined with lights and bingo, up she goes high and dry! At low tide the local people could walk out and look her over.

Seems as if some of these farmers the Maritime Commission is turning out as "Superior Merchant Mariners" aren't aware of the fact that a ship isn't like a two-mule wagon and won't run up a hill nor down a sand beach.

We are just wondering what excuse our esteemed, overstuffed admirals are going to offer for this example of gross inefficiency in seamanship.

P perchance, our aforementioned admirals of repute are skillful enough in navigating the course of the taxpayer's dough, along with that of old John Shipowner, into channels that it is sure not to go aground before reaching the designation most suitable to those concerned. If these lads were to take a couple of trips on a ship manned by real merchant sailors perhaps it would widen their scope of knowledge so that they might teach their plow-jockeys a few of the rudiments of seamanship, at least enough to keep their wagons afloat in an ocean as big as the Atlantic.

After all, there's quite a bit of difference between a ship's compass and a mule's rear, and the boys just can't get accustomed to the change.

J. S. White, 56 G

and threw his book in, and so far, hasn't asked to ship out. His book was also sent to H.Q. for souvenirs.

We are proud to say, that the Jacksonville Branch has set an all time high, when 129 members in good standing have showed their interest in voting for the '41 asst. and officials. This shows that the membership is in earnest, and have the union at heart.

Last week, we shipped 9 full book members, and two permits to various ships during week. All ships are being contacted, and all beefs settled. So long until next week.

Steady as she goes, Fred Lauritano

In Memoriam

Sven U. Reitan Died at U.S. Marine Hospital, Baltimore, Md. January 19, 1941

Jeconia E. Nelson Died at Malden Hospital, Malden, Mass. January 1, 1941

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

Room 918, Washington Loan & Trust Co. Building, 9th and F Street, N.W., Washington, D. C. P. O. Box 6180 Phone: District 5963

DIRECTORY OF BRANCHES

Table with 3 columns: BRANCH, ADDRESS, PHONE. Lists branches in New York, Boston, Providence, Baltimore, Philadelphia, Norfolk, New Orleans, Savannah, Jacksonville, Tampa, Mobile, Texas City, Miami, and San Juan.

PHILADELPHIA

Three Musketeers Report

January 29, 1941

Editor, Seafarers' Log: Dear Sir and Brother:

Well, here we are, at the same old place doing business as usual, and what a business we are doing! Shipping is so good we had to call Baltimore twice in three days for men in all departments.

Well, for a choice bit of news, we finally shipped old Long-Drawers Rollem-Up McKeeffry on the Robin Adair, and that in itself was quite a feat. Old Brother Seaweed, the famous Bull Line Kitchen Bitch, is back on the beach with us again, and instead of his regular two speeds, we are going to get him to go down to the U.S.P.H.S. and see if he can't get in drydock, so as to have another speed installed in his gears, as his present two speeds are putting him in bad stead with the stewards on those ships.

But, seriously, fellows, this DRAFT Business is becoming quite a problem of late, as it has taken a couple of good men from this Branch. Got in touch with the Shipping Commissioner here, and we had quite a talk on this subject, and this is the information that he passed on to us: when a man is called, he can apply for a 4-months extension period and if his ship is away longer than that, he is to write to his Board and let them know his whereabouts and then when the ship comes back, to report to his local board immediately. He also stated to us that he was in conference with some Colonel from Washington who is connected with the Draft Board, and he stated that he explained in detail the plight of the seamen, and he was assured by this official that he would make a recommendation to the other members of

the Draft Board in Washington that upon application, a bona fide seaman could secure from his Local Draft Board a 6-months deferment and keep repeating this if necessary.

Well, we haven't much more time to ballot, so let's get together and see if we can't roll up a bigger vote than we did in the last election, as the true voice of the membership is through the medium of the ballot. We remain, as usual, the

Three Musketeers, W. B. B., No. 994 J. F. F., No. 542 H. J. C., No. 496

More About

Raps Sabotage Laws Directed Against Labor

(Continued from Page 1) dangerous of the group, the report said:

"The act in peace time would practically prevent any free individual from doing any act impeding production for defense under pain of the heaviest criminal penalties. It would seriously curtail or prohibit the rights of labor to strike, to picket, peace fully, and to carry on any other lawful union activity when such acts impede production for defense.

"Under the act, a strike, slow down, temporary stoppage, loafing, quitting work in midshift and picketing would be treated equally with violent sabotage, bombing and dynamiting. . .

"A union member, who joins his brothers in obeying a strike order, peaceably walks out of a plant producing airplanes under contract to the U.S. Army, under the provisions of Section 2, can be arrested, convicted, fined \$10,000 and imprisoned for ten years. . . The union leader who calls the strike in the above case is likewise criminally liable. . .

"These examples are equally applicable in every varying degree and graduation of union activity in serious or merely trifling industrial disputes, unless the act specifically excludes union activities from its scope."

The other bills carry similar anti-labor threats in them by implication. Labor must be ever on the alert to see that such bills are not slipped over on the workers in the dark of night, by some state legislature or even municipal council.

Donate \$20 to Log in Vote Of Thanks for Union Services

The following letter speaks for itself. It is a testimonial to the effectiveness of the S.I.U. and its representatives:

January 27, 1941. Dundalk, Md.

Dear Brothers:

Enclosed please find twenty dollars (\$20) donated by two members of the S.S. Algic, F. O. Blanco No. 6060 and C. Melendez No. 2766. This money was given to me Jan. 25 in appreciation for the arguments made in their behalf when we paid off in New York. . . This money is to be used for SEAFARERS' LOG.

Sincerely yours

Camille H. Councilman No. 6453.

Patrolman Scotto handled the beef for the men which is referred to in this letter. Many such beefs are handled and settled by SIU representatives day in, day out. SIU men have learned to appreciate the militancy of the union which achieves such settlements. Few, however, have expressed their appreciation in the generous way these two brothers have. Theirs is an example to follow!

NOTICE TO ALL SIU MEN

Canadian Branches of the Seafarers' International Union

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

CANADIAN SEAMEN'S UNION 406 St. Lawrence Boulevard Montreal, Canada

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

More About

Dirksen Presents Vicious Bill To Curb All Seamen's Rights

(Continued from Page 1)

prepared to regard the present stage of American involvement in the War as a "state of emergency," and that consequently the stage is not as yet set for rail-roading American merchant seamen wholesale into the Naval Reserve, Seamen's Enemy No. 1 is resorting to a secondary strategy by means of which to smash the seamen's unions. The effect of his present measure, H.R. 2662, is to gag and bind the maritime labor organizations so as to soften the union seamen up for a more decisive blow when the "state of emergency" is actually declared.

Slave Provisions of H.R. 2662

In H.R. 2662, Seamen's Enemy No. 1 sets forth the following propositions which he wants enacted into law:

1. The reestablishment of the government-controlled hiring hall of Shipping Board days and the outlawing of the present Union hiring halls. The Bill provides that "whoever engages, or furnishes facilities for the engaging of, seamen otherwise than in the manner provided in this section and section 103 (that is, under the supervision of a shipping commissioner, with the master of a vessel having undisputed right to hire or reject anyone whomsoever he so desires, for any reason whatsoever—Ed.) SHALL UPON CONVICTION THEREOF BE FINED NOT MORE THAN \$1,000 OR BE IMPRISONED FOR NOT MORE THAN ONE YEAR, OR BOTH."

In other words, any Union official who will continue to ship seamen through the Union hall will be subject to fine and imprisonment should this law be enacted. The aim is clear—to banish the Union hiring hall by law! That's a condition that did not even exist in the days of the crimp joints—for at that time seamen could legally establish Union hiring if their organized strength permitted it. Dirksen, by this Bill, wants to make the Union hiring hall a criminal offense!

2. Another provision of this infamous H.R. 2662 provides that "No seaman shall be employed on any vessel to which this section applies UNTIL HE HAS EXHIBITED A CONTINUOUS DISCHARGE BOOK TO THE SHIPPING COMMISSIONER."

The "Continuous Discharge Book"—why, that's the notorious Copeland Fink Book! The Union rule has been from the very beginning to reject the "fink book" outright! Dirksen, in this Bill, is determined to make the "Fink Book" compulsory for all merchant seamen! Thereby he wants to introduce the most depicable BLACKLIST system in the history of American seamen!

3. Section 106 of this vicious Bill provides that "lawful command" includes, among other things, "any command prohibiting

the dissemination by any seamen among other seamen of any book, pamphlet, leaflet, or other publication or item of written, printed or graphic matter WHICH IN THE OPINION OF THE MASTER is encouraging, or is calculated to encourage, mutinous or rebellious conduct. . . ."

Aside from being a sheer violation of the Bill of Rights included in the U.S. Constitution, such a provision is broad enough to make the passing around of any ordinary Union literature a thing for which a seaman can without further ado be placed in the brig. The effect of such a provision would bring the status of the American seaman just about on a par with seamen under the Nazi regime.

4. Another provision of the Bill requires that aside from 75 per cent of the crew of a vessel being native-born or completely naturalized citizens, the remaining 25 per cent shall not have been admitted later than 1930, if for permanent residence, or not later than 1925 in any other case. The effect of this provision is to attempt to set off native-born citizens against the foreign-born—just another way of dividing the ranks of the seamen for the purpose of weakening the unions. It practically makes it impossible for a foreign-born seaman to ship on an American merchant vessel.

5. Finally, the Bill practically bans strikes of maritime labor by providing that "It shall be unlawful for any maritime employes to strike until after the expiration of thirty (30) days from the date on which they, or their designated representatives, have given their employer and the Board (that's a "Mediation Board" that the act provides for) written notice of their intention to do so, together with their statement of their reasons for such intended strike."

Give the shipowner 30 days notice of intention to strike! The unions might as well help him directly by digging up all the necessary strike-breakers with which to cut their own throats.

All-Out Attack on Seamen!

Yet, these are the actual provisions included in the Dirksen Bill. It is a sort of All-Out Aid Bill for the shipowners. It includes every vicious, union-busting, labor-baiting measure that the seamen and their unions have fought in the past few years. It is an All-Out Act to smash the maritime unions and to bring back Sea Slavery.

The Dirksen Bill must be smashed if the seamen's unions are to live!

Every hand on deck to give the Union's officials full backing in defeating this vicious measure pushed by Seamen's Enemy No. 1!

More About

Enforce Wage Act Provisions

(Continued from Page 1)

one-twelfth of the selling value of the product. No other important industry has so low a wage cost in proportion to the total value of its output."

While enforcing the Fair Labor Standards Act is alright, it looks like a big union organization job to get matters straightened out for labor in the canning industry.

Fish cannery workers, organized under the SIU banner, are making steady headway in this direction.

California

Plan to Use Draft Against Strikers Nipped in Bud

The brass hats in California, who tried to use the draft law last week as a blackjack with which to smash the right to strike, quickly had their ears pinned back by Washington officials—after an aroused labor movement brought the case to light.

The conscription threat was sounded after workers at the Ryan Aeronautical Company in San Diego voted to strike against an hourly wage as low as 50 cents an hour. Though the firm has over \$18,000,000 in government orders, its pay rates have been 9½ cents an hour lower than the aircraft industry's average. The workers decided on a walk-out after long drawn-out negotiations resulted in no concessions from the employers.

As soon as the decision to strike was announced, Lieutenant Commander Maurice Sparling, a Naval Reserve liaison officer attached to California draft headquarters, notified the San Diego selective service boards that workers of draft age who struck may be conscripted into the army. Local draft officials in San Diego took steps to carry out Sparling's strike-breaking move, but the unions "raised the roof" and that brought immediate results.

"It is, of course, not the policy of this office," said National Draft Director Clarence Dykstra in a public statement, "to use threats of selection as a club over the heads of union men. We shall not tolerate anything of the kind if we find local boards trying it."

All the same, it would be wise for labor everywhere to remain on the alert against such further manipulation of the draft for strike-breaking.

Anti-Labor Men Named to High Gov't Posts

President Roosevelt last week named Charles F. Palmer, wealthy Atlanta, Georgia realtor, as head of government agencies dealing with defense housing.

Almost the first act of Palmer, after he took over the new post, was to bring in as one of his lieutenants Harold E. Pomeroy, former Executive Secretary of the misnamed "Associated Farmers" of California, probably the most notorious of the country's union-busting and strike-smashing strong-arm outfits.

The appointment of Palmer brought resentment on the part of union men in Washington. The subsequent selection of Pomeroy resulted in a veritable storm of protests from all union quarters. Steps are being taken to make formal requests for the recall of these two vicious anti-labor men from their posts.

ATTENTION Francisco Ruiz

Has been asked to call at the law offices of Hillman and Hillman at Baltimore, Md., to settle his claim against the S.S. MASS-MAR.

A Case of the Left Hand Not Knowing What the Right Is Doing

Here are two quotations from a recent issue of the "Pilot." The first is a quotation from "No Coffee Time" Joe's report to the NMU national council, as follows:

"The position of the shipowner-dominated (sic) SIU has been considerably weakened and there is a decided possibility that in the near future their influence will be completely eliminated from this coast."

That appears on Page 12 of the "Pilot" (January 24, 1941). On Page 6 of the same issue of that rag we read the following:

"FULL TIME ORGANIZER ASKED BY NEW ORLEANS . . ."

"New Orleans.—The National Council was asked by the membership of this port to supply a full time organizer for New Orleans and Mobile. The request was made in a resolution. . . ."

"The SIU has about 60 ships organized into the AFL sailing from these ports, says the resolution, Waterman, Mississippi Steamship Co., Aluminum Line, Eastern, etc. . . ."

It seems to be a case of the left hand not knowing what the right hand is doing!

SIU influence, according to his own "organ's" admission, is so "weakened" and so almost "completely eliminated" from this coast that . . . Curran's stooges in New Orleans and Mobile are frantically calling for help to stem the SIU tide! But, for all the help they can expect from "No Coffee Time," they might as well use a broom, it will be just about as effective against the waves which spell SIU Organization!

Information for Seamen on Procedure to Follow in Draft

In spite of the fact that the merchant marine is often called by government officials—particularly in the Navy and Army—"our second line of defense," meaning thereby that it is second in importance only to the armed vessels of the Navy itself, no provisions have been made whatsoever to exempt merchant seamen as a whole from the draft.

Selective Service Headquarters refuses to make any ruling on this subject, but leaves the matter of deferring seamen on an individual basis, entirely within the discretion of the Local Draft Boards.

EVERY CASE MUST BE HANDLED INDIVIDUALLY

Regardless of what we may think of the wisdom of this procedure—regardless of the seamen's desire to be trained and to utilize past training for action in any impending armed conflict, as seamen enjoying merchant marine wages and union conditions—this is the fact: every eligible seaman remains subject to call for service in the Army. Any possibility of getting deferment must be handled on an individual basis.

In view of this situation here are a number of practical steps that the union seaman who has registered for the draft can and should take:

PRACTICAL STEPS FOR YOUR GUIDANCE

1. Find out the number of the Local Draft Board to which you have been assigned. Call at or write to the local headquarters of the Selective Service and they will give you that information.
2. In order to avoid all difficulties in making trips on ships hitting foreign ports, call at the Local Draft Board and ask for Form 351. This is the form on which you have to fill out a request for a permit to leave the country. The draft board grants such permits for a stipulated time, up to six months or a year and they are renewable.
3. When leaving the country on a trip, after getting a permit, make sure to notify the draft board when you leave and on what ship, and if possible, in what ports you can be reached. Be certain to leave a forwarding address with the board for any notice they may have to send.
4. If you have registered in an inland town, write your draft board immediately and ask them to transfer you to a local board in the port from which you are shipping steadily. All permits to leave the country have to be obtained from the draft board with which you are registered at the time you make the request.
5. Notify your local board at once in case of any change of address for receiving mail.
6. Sooner or later you will receive your questionnaire which must be returned within five days after receipt, subject to penalty.
7. Before returning your questionnaire, all filled out, be sure to write in the space provided for classification, for deferment: "2-A. Because of the shortage of American merchant seamen."
8. When you return your questionnaire, immediately ask for Form 42, which is to be filled out by shipowners, asking for deferment on the ground that you are a merchant seaman and necessary to the national defense.
9. If you are on the beach and receive notification that you are classed under 1-A, contact your Union office, which will apply for deferment for you.

Remember that each case has to be handled individually. It is important that you follow these instructions carefully, for your own protection.

ATTENTION

E. L. Jennings' wages and overtime of the S.S. Bayou Chico were paid by check by the Waterman Steamship Corporation. The check, in the sum of \$61.10, is being held for him in the New Orleans office of the S.I.U. Please contact New Orleans, giving address, so check can be forwarded.