

EASTERN STRIKE CONCLUDED AFTER SHIPS REMAIN TIED UP NINE DAYS

SIU PORT ARTHUR HALL TO OPEN AND START DRIVE

Gulf Membership on Record to Fight Fink Hall Issue to Last Ditch

GULF NMU SHORT OF FUNDS

New Orleans, La., June 6—C. P. Chase, former first vice-president of the Maritime Federation of the Gulf, will open a Seafarers' Hall in Port Arthur, Texas, June 12.

The Port Arthur Trades and Labor Council financed and supported the 1936-37 rank and file strike. Recently, however, they have become disgusted with the NMU-CIO Commy-controlled policy in that port. The Council now offers the Seafarers' their full support, to organize the seamen under the progressive policy laid down by the SUP.

This is strictly a tanker town, and the NMU have only the Gulf Refining Co., under an OPEN SHOP AGREEMENT.

Regarding Fink Halls

At the meeting last night, a motion to support the SUP and the MFO&W 100 percent both financially and morally, carried unanimously.

There is no fink hall in the Gulf now. But the members realize that we will have this fight in the near future. For the past month, all Lykes Bros. ships have been laying up. Apparently only the M.C. are willing to operate the Mediterranean ships.

When the West Coast beats the fink hall, we will have a precedent to follow here. Otherwise we will have to fight the same issue. The SIU Gulf District is on record to fight the fink halls with all our economic power. The Gulf District NMU is figuring to do independent, and fighting the fink halls also. Of course, if the comical Party takes over the control of the Gulf again, we will have a tough fight, as they will advocate shipping through the Fink Hall. If they send their members through our picket lines to ship out of the fink halls, THEN THEY WILL HAVE TO FIGHT FOR EVERY JOB THEY GET. THEY WILL ALSO HAVE TO KEEP THE JOB, AS WE WILL MEET THE M.C. SHIPS IN EVERY PORT. A campaign of guerilla warfare is the only way to wipe the M.C. finks off the waterfront.

NMU Running Short of Dough

The NMU here is pinched for dough. Their income is the same as ours,—about \$1,100 per week. They have more branches and officials than the SIU. The top faction in N. Y. are trying to starve them into submission. The men walked off the struck tankers here. They are moved North with farmers, and return with bona fide seamen shipped by the Comical Party for \$25 a throw. What with the strikers and the seamen from the laid up Lykes

ships, the beach is flooded with NMU men. Many of them wish to transfer to the SIU, but are told they must be on a ship, and bring the job with them.

SIU Carries Vote on P&O Ships

A vote was just conducted on the P & O ships, and the SIU won by a count of 246 to 2.

The Headquarters meeting went on record to instruct John Gunnison, Miami Agent, to open negotiations for a new agreement. We already have gained closed shop and West Coast conditions, and overtime. The only thing to get under the agreement is a substantial increase over the prevailing wage scale. The Seatrain scale of wages would be acceptable. They are the highest in the country, with the exception of the tankers.

NMU Rank and Filers Busy

A NMU rank and file bulletin has appeared on the streets here, and it has built a fire under the fence-riding officials. These are the same men who helped throw the ISU labor fakers out. So all fakers had better look out for their pie!

Roland Dean

Colonial Agreement

New York, June 8—Voting on the terms of a new agreement with the Colonial Navigation were completed last Monday, and the results were announced at the regular joint meeting that night. The agreement was signed by Arthur Kelcey for the Union, and J. B. Dunbaugh for the company. The ballot count was as follows:

General Rules .. Yes, 102; No, 4
Steward Dept. .. Yes, 62; No, 3
Engine Dept. .. Yes, 15; No, 0
Deck Dept. Yes, 19; No, 7

As the count indicates, acceptance of the agreement was carried by a goodly margin, and for vessels of this class, the agreement is a very good one. Included among the gains was a two week annual vacation.

The agreement, of course, contains the usual air-tight closed shop, and hiring through the Hall's clauses.

Warns Membership Of Fink Horders

New Orleans, La., May 30—Made a trip into Texas, covering Port Arthur, Houston and Beaumont, along with Roland Dean.

The situation in Texas is the same as in New Orleans. "Practically no fight at all on the part of the NMU to help win the tanker strike."

But the situation looks very good for the SIU as soon as the tanker strike is called off. We will then open a SIU Hall in Port Arthur.

ALL SIU MEMBERS PLEASE NOTICE: McGhee in Port Arthur, and "Cowboy" Parks in Galveston are in no way connected with the SIU. THEY ARE BOTH HERDING FINKS FOR THE STANDARD OIL. Any SIU member being herded by these finks shall be automatically suspended by the membership of the SIU. Of course, this does not apply to the NMU members being herded, because the NMU is probably going to reorganize their finks anyway!

Finn Schefstad

S.I.U. MAKES GULF DISTRICT PROGRESS

(From Previous Minutes)

November 28, 1939—Charter installed New Orleans Headquarters. M.S.C. to use S.U.P. Constitution until convention.

MISSISSIPPI SHIPPING CO.

After direct action on several of these ships, installation of Frigidaires, plenty of fresh milk, all hands on deck while tying up and letting go, good overtime clauses for all departments gained.

It was necessary to replace several members on Mississippi ships so that they could attend regular Union meetings since S.I.U. charter was installed. Most of these men have since been shipping and have proved 100% Union men who know the score.

WATERMAN LINE

Conditions improved 100% on these ships. All hands on deck while tying up and letting go; good overtime clauses for all departments; good living conditions. Also gained extra utility man for Steward's Department which was never carried before.

SEATRAN LINES

Strike called March 27, 1939. Strike settled April 6, 1939. This strike gave us \$7.50 per man over any freighter Union scale.

After strike was settled, Frigidaires were put in messrooms, chow conditions have become excellent, no limit feeding, and crews are going strong after better living conditions which shall be cleared up in the very near future with a little more direct action, if necessary.

(Continued on page 2)

COMPANY CONCEDES SOME POINTS IN CONDITIONS

Rank and File Negotiating Committee Exerts All Possible Pressure

COMPANY REMAINS ADAMANT

New York, June 8—Following a strike of nine days duration, the Deck and Engine departments voted to accept the revised agreement with the Eastern Steamship Co., and return to the ships, last Saturday afternoon. The count of the ballots was as follows:

General Rules Yes, 163; No, 146
Eastern Division Yes, 158; No, 147
Southern Division Yes, 167; No, 144

The strike started in Boston on May 26, when the members of the Deck and Engine departments voted against acceptance of the proposed agree-

ment with the Eastern Steamship Co., and also voted to strike the ships. Action was taken the following day in New York, Norfolk and Richmond, and by Saturday afternoon, all fourteen vessels of the ESSCO were tied up 100 percent.

Stewards Locked Out

Although the members of the steward's department voted to accept their part of the agreement, and against any strike action, they were advised by the Company that they were also being paid off. In other words, the steward's department was LOCKED OUT BY THE COMPANY. The steward's department members were not required to do picket duty, but many of them volunteered their services, and did duty on the picket line and the stew-pot.

On the agreement as originally presented, the deck department voted against the agreement, and voted to strike by a count of 137 to 72. The engine department voted against the agreement, and 116 to 34 in favor of striking. The steward's department voted to accept the agreement, and against striking to the tune of 451 to 47.

However, regardless of the fact that the steward's department voted against striking, the deck and engine departments voted strongly in favor of it. In a vote of this sort, which concerned only one particular company, no one department can deny the right of another to strike for the betterment of wages and conditions.

ESSCO Officials Object

ESSCO officials went to great lengths in their statements to the press to stress the fact that a majority of the men concerned had voted against striking by a ratio of three to one. As a matter of record and fact, the total vote cast was 300 in favor of a strike, and 557 opposed—or less than two to one. However, the vote, as it was taken, was not a blanket vote of the three departments, but a separate vote by each department on

their own wages and conditions. The deck department voted to strike 65.5 per cent, and 77.3 per cent of the engine department voted the same way.

Departmental Vote

When the vote was taken on the Eastern agreement last year, it was taken without regard to departments, and although a majority of the deck and engine departments actually voted against accepting the terms of the agreement, they were nevertheless forced to continue working under the same conditions, because they were in the minority. They had never been satisfied with the old agreement, and it was a constant source of dissatisfaction, and a headache to all concerned. We did not want a recurrence of the same mistake this year, so the departmental vote was taken. The officials of the Eastern Steamship Co., did not expect such a move, and hollered loud and long about the method of handling the ballot count.

Negotiations Resumed

In any event, on Monday, May 29, in company with Emergency Board Chairman Dushane, and Emergency Board member Arthur Kelcey, a committee of three men off each ship tied up in New York met with the company officials, and made arrangements to resume negotiations, and to send for all the delegates from all ships tied up at the other ports.

Negotiations were then resumed on Wednesday, May 31 by a rank and File Negotiating Committee, composed of a man from each department off of every ship tied up. Negotiations continued all day Wednesday, and through Thursday, and the company officials reiterated that they absolutely could not do anything that would increase their operating costs. A few concessions were gained in the working conditions, and negotiations were completed Thursday evening.

Start Ballotting

Friday afternoon special meet-
(Continued on page 4)

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

Affiliated with the American Federation of Labor

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

**Atlantic District
HEADQUARTERS**

New York 2 Stone Street

BRANCHES

Boston 1 Rowes Wharf
Providence 465 So. Main Street
Philadelphia 6 North 6th Street
Baltimore 212 East Pratt Street
Norfolk 307 East Main Street
San Juan, Puerto Rico 55 Tetuan 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.

ON THE HONOR ROLL

(Donations to Seafarers' Log)

H. Johnston	\$.50
G. Emrick, No. 192850
SS Carrabulle	5.00
H. McAllister50

DONATIONS TO STRIKE FUND

The following donations were contributed to aid in the maintenance of the recent strike against the Eastern Steamship Co.

E. Carton	\$.50
R. Thompson	1.00
W. Padlan	1.00
J. Poturalski	2.00
C. Yearwood	2.00
J. Player50
A. Wesolowski50
J. Prohownik	1.00
J. Basari50
S. Placek50
J. Martinez	1.00
E. Hartners	2.00
J. T. Freeman	1.00
W. Withycombe	2.00
E. Keating	1.00
Wm. Watkins	3.00
H. E. Edwards	1.00
S. D'Oliva50
T. Hipple	1.00
Baltimore membership	5.08
E. Gibson25
R. Moore50
L. Lambert	1.00
J. F. Sullivan, SUP 3020	1.00
J. Axelson	2.50
E. Prien	1.00
Crew of Plow City	14.00
Crew of Catahoula	10.00
H. Collins	1.00
Crew of Calmar	5.41
Crew of Robin Hood	21.00
Crew of Angelina	8.50
Seatrains New York	19.75
R. Chapdelaine	1.00
Crew of Bellingham	12.50

We wish to thank all these brothers for their kind assistance, and we assure them that the funds were used to the very best advantage.

GULF PROGRESS

(Continued from page 1)

AMERICAN RANGE LINES

After direct job action on these ships, one of the best closed shop agreements ever made was signed. Good overtime clauses and 100% union men on all ships, to see that it is paid. These men are also going after better living conditions.

BULL LINE

Bull Line ships hit several Gulf ports. Direct action has been taken to force payment of overtime. Also to gain refrigerating units, improved quarters and food.

ISTHMIAN LINE

The Isthmian Line is being organized here in Mobile. This company paid the ISU and NMU officials off to keep from being organized. Now they can not buy their way off, and are being organized as fast as contacted. This is a tough outfit. They have never been beaten. This fight will be tough, but well worth the battle, as they have 27 ships. Every man shipped on these ships in the last five months is an organizer who will do everything possible to help win an agreement for the SIU.

P & O STEAMSHIP LINE

After a hard fight in Florida, Brother Gunnison is really shaping these ships up. We are expecting, in the very near future, one of the finest agreements ever to be signed in the Gulf. Conditions already improved, with good overtime clause already in effect, plus closed shop. These ships also carry 100% SIU men.

JACKSONVILLE, FLA.

Fred Lauritano is settling all disputes to the satisfaction of the membership.

RESUME

We have closed shop agreements with all these companies. Shipping is done through our Union Halls. All ships have white linen, good refrigerators, good living conditions, no limit feeding, with plenty of fresh milk; and best of all—a fighting membership that is not afraid to go after the bosses to better themselves and conditions. Also a membership that respects all picket lines.

Finn Schefstad, Gulf No. 4

GULF DISTRICT PROGRESS (?) MADE BY THE NMU

(From Disappointed Membership)
Phoney sell-out of the tanker strike.

NMU shipping members to struck tankers out of hall on Broadway, New York.

Men on Lykes Bros. ships working time back in lieu of overtime. Lykes paying off in checks. O.K. by District Committee in Gulf.

NMU agreement ships bunker "HOT" OIL.

F. J. Luckenbach sailing with "HOT" BUNKERS at the insistence of "No-Coffee-Time Curran.

Attempt to raid West Coast tankers with phoney beef.

NMU members shipping off picket line, which is a proven fact. All meetings controlled by Committee clique.

Pickets getting in jail, and no attempt made to get them out. Men still in. The only one who was gotten out was the NMU delegate at Baytown.

Ships sailing short-handed with hundreds of men on the beach, with no action on the part of the officials to stop it.

No financial statement given to the members since the beginning of the strike, covering up all shortage by excuse of bookkeeper and agents who run away with money collected by them.

Sabotaging all honest efforts made by other Trade Unions.

Two Disappointed Rank & Filers
NMU No. 2495 - Engine
NMU No. 12149 - M.C. & S.

Baltimore Highlights

Baltimore, Md., June 7—Shipping is showing indications of picking up out of this port with 61 members shipped and 63 registered during the past week. The laying up of the Maine of the Robin Line and several of the Bull Line freighters is being compensated for by the tied up ships of other lines re-entering service for

the summer season. Standard Fruit's Teapa, Masaya, and Matalgalpa are back on the run again with their usual 100 percent SIU crews. The average of beefs has been dropping lately showing that the Company's are beginning to realize it's just as easy for them to go ahead and get things straightened out rather than wait for the Union to take action.

More "Hot" Oil

SIU crews have been contacting the office here asking about what action should be taken when they have to fuel up from one of the oil companies now being picketed by the NMU. It's a tough decision for the militant union man to make since he's firm in the belief that a picket line is a picket line and something to be respected. But what's he going to do when he sees NMU ships going alongside "hot" oil docks to get their bunkers and then calmly sailing away without as much as a nod to their own brothers on the picket lines. What's the SIU or SUP man going to think when he looks right across the street from his Hall and sees a "hot" oil barge loaded with "Hot" bunkers tied up alongside an NMU ship (SS Atenas) the NMU crew jumping to the lines and hoses, ship the funky oil aboard and sail on schedule as if they never heard of the tanker strike. The SIU and SUP men are pretty unanimous that of all the phoney, funny strikes ever pulled on this or any other waterfront this NMU tanker strike is sure the phoneyist and funniest. However, that strike fund has been an awful temptation to the NMU officials for a long time now and any kind of strike, no matter how phoney, was probably a good enough excuse for them to dip their sticky fingers into the fund.

Must Pay for Examination

The branch here has been notified that hereafter any seaman who has to undergo a medical examination for anything connected with the U.S. Government (Seaman's papers, etc.) will have to pay for that examination out of

his own pocket. The regular Doctor who used to do that work has been taken off the payroll and is now on his own. The order is new, so we'll do a little more investigating and find out just how it affects the membership before we express our opinion about it.

Paddy Whalen an Ass

Glancing over Paddy Whalen's daily scandal sheet on the Tanker strike we note the much-worried Patrick is making a complete and glorious ass of himself in his desperate attempts to pass the blame for the tanker fizzle on to someone else. His latest masterpiece is a deep, dark hint to his membership that the strike was lost because a couple of SUP men were seen taking a drink in the same Cafe where Tanker Pete (Esso Scab Herder) happened to be quenching his thirst and resting his legs weary from escorting NMU men through their own picket lines. Paddy of course is back to his old habit of judging everyone by his own habits. He thinks that because he has a speaking and drinking acquaintance with the scab-herders everyone else must have to. However, as usual, he isn't fooling anyone but himself. We still get a laugh thinking about the awe-stricken looks on the faces of the NMU pickets peering across at the SUP crew of the Mahi Mahi as they cleaned up and chased the fink crew off the SS Garnet Hulings. The boys on the Mahi Mahi will be interested to know that another 100 percent fink crew went aboard the Hulings, which means, of course, that she is still 100 percent NMU.

P.S.—Paddy had a piece in the Bulletin where he stated that four SUP men were seen drinking in the Chesapeake tavern at Fairfield with tanker Pete. These men were of the Peter Kerr and they never seen tanker Pete in their lives before, so the boys went up to the NMU hall and told Pat that if he did not retract that statement they would dump him right there. Well, Pat retracted it, all right.

EDITORIAL

A UNION MAN'S DUTY

The real work of labor organizations, the work that will be lasting in its influence and beneficial to mankind, is not found in the public function of protecting the immediate rights of the laborer, but in the education which association develops. When the great body of working men know the economic law by which they are controlled; when they understand that the ills which they bear are the results of conditions within their control rather than the perverseness of individual employers when they understand that they are responsible for injustice, for want, crime and wretchedness and that it is only because they have not learned the lesson and applied remedies that the necessity for labor organizations has risen, there will be a better condition of the race, and the work of labor organizations will have been accomplished. As a means to this end, men should be taught to be brave, self-reliant and helpful to their fellow workers and to mankind in general; they should be taught that a man has only partly fulfilled his duty when he has informed himself; that he does the duty of informing his neighbor, and of using his influence, his voice, and his vote in the working out of the problems of government in their relation to the economic welfare of the people.

HERE and THERE in the GULF

NEWS from NEW ORLEANS

GULF DISTRICT NMU TORN WITH STRIFE AND DISGUST

Houston Branch Passes Resolution For Complete Local Autonomy
DISGUSTED WITH CURRAN

New Orleans, La., May 30—The NMU has signed two more open shop agreements with the Gulf Oil Co. and the Pennsylvania Shipping Co.

The strategy of the top fraction has cut the mustard. They beat the resistance of the membership down with a so-called strike against Standard Oil. This strike was poorly conducted by the local officials and sabotaged by the policy committee. After watching the struck ships sail for three weeks, and no action forthcoming, the NMU members are willing to let any agreement go over to be able to return to work. They want no part of any kind of a strike until they get an organization.

Gulf NMU in Turmoil

The Houston Branch of the NMU passed a resolution declaring themselves an **AUTONOMOUS UNIT OF THE NMU!** New Orleans, Mobile, Baytown and Providence concurred. Corpus Christi withdrew from the Gulf District and affiliated directly with the Atlantic. This marks the end of Gulf District autonomy. The July 3rd convention of the NMU, to be held in New Orleans, will dissolve the Gulf District Committee and concentrate all the official control in New York. That is, granting the Commies can hold a convention here. The good guys say no smoke!

As an example, there was a report that Curran was in town yesterday. If he was, he contacted no one except party members. **IF HE HAD ATTENDED THE MEETING LAST NIGHT, HE WOULD HAVE BEEN DUMPED. THE MAJORITY OF THE MEN HERE ARE CONVINCED THAT HE HAS SOLD THEM OUT FOR THE LAST TIME!**

Protection to Groups

Many NMU men want to trans-

fer over to the Seafarers'. We will not transfer them unless they have a job. Since their agreements are signed in the name of the National, they cannot see how they can bring their jobs over. **ANY GROUP WHO COME OVER IN A BODY WITH JOBS WILL GET AMPLE PROTECTION. THE LONGSHOREMEN WILL BACK US IN THIS BEEF, AND HELP PROTECT SUCH A GROUP!**

The CTU just won an election in Waterman. They carried 20 votes to 2 for the ARTA. The radio operators in the P & O Steamship Co. have authorized the CTU as their sole representatives for the purpose of collective bargaining.

MM & P Strikes Waterman

Last week the MM & P hung the hook on the Waterman Line for an agreement. They threw out a picket line, which was respected for Longshoremen, SIU and CTU. Only a few CIO engineers recognized the picket line. In two hours the agreement was signed.

The secretary of the Wobblies here transferred from the NMU to the SIU at the meeting last night. He told the meeting that he had endeavored to help build a democratic union out of the structure of the NMU. Finding this impossible, he now wished to join a democratic union—namely, the SIU!

Roland Dean*

SIU BACKS MM & P STRIKE IN GULF

Demands Won After Two Hour Strike

New Orleans, La., May 30—The Masters Mates & Pilots called our hall on May 26, and told us that they were going to strike the Waterman Line ships for a fourth mate and cash overtime in their new agreement, and asked us if we would support them. We told them to put their picket line out, and that we would respect it. So, on May 26, at noon, the picket line was put on the Pan Kraft, and the three mates started packing. The crew also started packing, but the engineers were still working, and didn't say anything about respecting picket lines.

They have an agreement that calls for no overtime, so I guess that they are satisfied with anything.

Two Hour Strike

The ILA also was going to knock off and respect the picket lines, but no one had a chance to hit the dock, because the agreement was signed before two o'clock; less than two hours. That shows what solidarity can do!

The crew of the Delplata, a Mississippi ship, refused to take 80 drums of Humble oil in Houston, because it was "hot" Standard Oil products. Every time the SIU of NA gets a chance, they turn down "hot" oil, trying to help the tankermen. That is more than the NMU is doing, because a United Fruit scow was seen loading Standard case oil here.

"Hot" Oil Question

On May 25, we received a tip that the Seatrain New Orleans was going to take bunkers from the Standard Oil Co., and we contacted the NMU hall and asked them to put out a picket line there, and the crew would refuse to take "hot" oil for bunkers. The NMU informed us that there would be no use in our sticking our necks out, as Joe Curran would wire them to take the picket line away, and the crew would have to take the "hot" oil. **HOW DO OFFICIALS LIKE THAT EXPECT TO WIN A STRIKE FOR THE MEN?** Most of the NMU men who are militant in this port are hanging around the SIU hall, because they can see which union is fighting for the seamen, and getting results!

Baldy Bolinger, SIU No. 300

FRESH MILK

New Orleans, June 6—The Katrina Luckenbach was the first in that company to go for fresh milk, but it looks like the Deck Dept. and the Black Gang Delegate, namely, Burns, are the only ones who drink it; the rest of the Engine Department, I guess, have to wait for the commy party to tell them if fresh milk is good for them, just like Joe Stalin does to them in Russia.

There are a few commies on her who don't want anything but a job because some of the boys are growling about the chow, but that comes under the Stalinites and the Commies in the Black gang cannot say anything about it.

Took two N.M.U. men off the Matthew Luckenbach today, and replaced them with W.C. men; told the crew about fresh milk on the Katrina but never heard any more about it, so I guess no one on her drinks it.

Fraternally,

L. J. Bollinger, S.I.U. No. 300

HAPPENINGS in MOBILE

Mobile Port Rules Progress Reported

Mobile, Ala., May 23—What's the matter with all the members of this outfit—did none of them ever learn to write? This A.M. a brother who has just come back from the other side said they met a NMU ship in Glasgow, and that in talking with the crew, it was the concensus of opinion that as soon as it was possible they wanted to get in the SIU. Now why can't these men who run across this sort of thing (it's getting frequent as hell) write in and let all hands know, instead of passing it along by word of mouth?

Tanker Sell-Out

Here in the Gulf, the NMU is getting fed up in no uncertain manner with the CIO style of Industrial Unionism. You know,—strike Standard Oil, but take their bunkers from the Standard Oil. Who was it that said "WE MUST PROTECT OUR AGREEMENTS AT ANY COST?" Yes, even if it means selling out the tanker men who went down the line and got off the tankers!

In the near future, all seamen will be able to say "Our Union," and when they do there will be no doubt as to what is meant. It will be the one that is proving itself to be the member's Union,—run by the members,—not by a commie committee in New York! And one where a member in New York can have his say the same as one in Tampa or Boston—**THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA!**

Port Rules

Some of the ports are not go-

ing ahead very fast on their port rules, and this creates a lot of confusion in the minds of the members. In this port, a member, in order to take his vacation, must pay off and take his place on the list, and live up to the shipping rules. Some men came in here, and state that in some of the ports they are told that they can get a man to relieve them for a trip. Now it seems to me that the main issue is to get, and keep the list turning over. If a man can pay off, and knows that he can ship within a week or two, then all hands will be willing to hit the dock. By granting these relief trips we will stagnate the shipping list, and we will have a crew on each ship, and a few men around the halls waiting for a job that will last a few weeks,—and then back on the beach.

Further,—some members still want to get off in one port, and catch the ship in the next, and the members of the crew aid and abet them in this, as when you ask about it, all hands dummy up. Port rules are made to improve conditions for all hands, and should be lived up to, and strictly enforced. So, how about it, men? You are as guilty as the one who does the chiseling, if you dummy up.

Shipping Good

Since the \$6.40 a day for reliefs went into effect, the shipping has kept the dispatcher very busy. For the week ending on the 22nd, 20 A.B.'s, 8 O.S.'s and 2 Bosn's went out of the hall, 13 in the engine department and 18 in the feeding department. Also shipped 6 members to the SUP. Not bad at all.

A. W. Armstrong,
SUP No. 2983

NEW ORLEANS RULES

New Orleans, May 31—The following are six rulings by our membership at Headquarters during the past meetings. Membership voted that they be given wide publicity.

1. When members go on vacation, they go to bottom of shipping list.
2. Members of crew are not to be promoted aboard ship. They must register at the hall under rating they wish to sail. If no qualified men are available, then they must be sent back to ship from regular shipping list.
3. Any man not checking into meeting by 7:30 and those attending meetings after 7:30 will not get credit on shipping list for attending such meetings.
4. All unsafe working gear on any ship to be reported to Shore Patrolman on arrival of ships in port.
5. Any man ashore 90 days who does not ship, to go to bottom of shipping list. Members in hospital 30 days or over to be given 30 days exemption from this rule.
6. Any member must have three years' sea experience before taking a job as quartermaster or boatswain.

Fraternally,

Earl Ward

WEST COAST MAN PRAISES GULF

New Orleans, La.,
June 6, 1939.

Brothers:

I have just completed a 17-day coastwise trip as boatswain on the S.S. Delplata, of the Mississippi Shipping Co. I was anxious to see how the Gulf ships are coming along under our present set-up.

Believe me, brothers, the boys in the Gulf are going places now that they have officials who will back them up.

On the Delplata this trip we had the messroom completely overhauled, a frigidaire installed and fresh milk every day in port. Also everybody received more overtime than ever before. The sailors averaged 37 hours apiece for 19 days coast trip.

What impressed me is the growing spirit of unionism among the members, as expressed in the meetings at the hall and aboard ship and on the job.

Everybody was hot-oil-conscious and as a result a carload of Standard Oil products that was to be loaded on the ship was left on the dock in Houston.

The members in all departments realize that the great improvements they now enjoy are due solely to militant unionism of the S.U.P. style and that if they lose the union they lose all.

I am certain that any West Coast man who contacts the Gulf and sees for himself the progress being made cannot be other than enthusiastic over our present set-up.

Fraternally,

G. F. Newman, SUP No. 1633

Explain Method of Joining New Members

New Orleans, La., May 22—It is rumored around the Gulf that a few seamen who do not carry SIU books are advertising that it is easy to get into the SIU. We consider all SIU seamen as equal.

Each man is given a fair trial before a duly elected investigating or trial committee before he is declared guilty of non-union activities. No personal beef is considered.

It is easy for those working on ships that carry no agreements to join the SIU, providing they want real working conditions, and true shipping rules.

Occasionally, we are forced to take in new members, with sea service, to fill vacancies; but only those worthy of becoming true SIU members.

Shipping is very good. We have very few SUP, MFO&W and SIU men on the beach here at New Orleans, and the Gulf branches are crying for men.

Baldy Bollinger, SIU No. 300

TO TAKE VOTE

New Orleans, June 6—The meeting at headquarters went on record to refer the vacation question to a referendum vote. The two previous meetings had acted to instruct members to register on the shipping list when their vacations were due.

This will be referred to a referendum which will be instituted to vote on coastwise shipping rules. Also there are no more promotions for wipers or ordinary seamen. A sailor must have a green A. B. ticket to sail as Q.M. or Bos'n.

There are some branches in the Gulf that spend too much dough for transportation and office expenses. This was referred to the Audit Committee who are to meet today. They are to bring back recommendations next week. We hope they can find a way to make the branches economize.

Red Dean

NEWS and VIEWS from the LAKES

BUFFALO
10 Exchange Street

MILWAUKEE
730 S. Second Street

DETROIT
1038 Third Street

CLEVELAND
1426 Third Street

CHICAGO
810 1/2 N. Clark Street

PHONEY STATEMENTS IN WOBBLY SHEET

Member Describes Undermining Moves

The following letter was received by the Editor, with a request that it be printed in the LOG:

June 2, 1939.

Editor, Industrial Worker,
Chicago, Ill.

The INDUSTRIAL WORKER of June 4th, Page 4, which I have just received, charges me in an article dated Detroit, under the head of "Rebel Editor Takes Fink Book," with carrying a Copeland fink book.

In addition, it says that I am editor of REVOLT, published by the Revolutionary Workers League. It describes me as a coal-passer on the SS Fitch, of the D & C Steamship Line. The only thing omitted was my address and social security number. The INDUSTRIAL WORKER gives me "seven days from publication to drop the book, or drop out of the sea-going industry on the Lakes."

These are the facts:

Present Policy Weak

I do not carry the Copeland book. I carry a Seaman's Certificate of Identification. I am not editor of REVOLT. I am a member of the Seafarers' International Union of North America, in good standing. By conservative estimate, over 75 percent of the Union membership on the Lakes carry the Copeland books. The policy of the Union is to ditch the fink book after the first trip. I got my certificate when the ship tied up in May.

I think the policy of the Union should be more aggressive. It should take up, and fight the fink book like the SUP did on the West Coast. This is one of the issues around which the SIU can be built into a powerful Union on the Lakes.

All of these facts are known to the IWW in Detroit. I have discussed this many times with your members here.

IWW Undermines

Now that the article appeared in the INDUSTRIAL WORKER when the author was in full possession of all the facts, can mean only one thing: that the IWW policy is NOT to build the SIU;—that is using the weak policy of the Union on the fink book issue as part of its general strategy of factionally undermining it, and building its own private Marine Transport Workers Union No. 510.

Apparently, as far as the IWW is concerned, anything goes in this fight. Many of the statements appearing in the INDUSTRIAL WORKER about various individuals in the SIU and SUP have been exposed as tissues of lies and half truths. The present finky attack on me can be used by the D & C Line to fire me off the job. It can be used by certain forces in the Union, should they be so inclined, for red-baiting purposes.

Phoney Racket

Early in May I was approached by "Fellow-worker" Crotchet, Verlaime, or whatever monicker it is the Detroit secretary of the IWW goes by, to join I.U. No. 510 of the I.W.W., saying that I was a sap for paying the regular \$10 initiation fee into the SIU, when I

Auto Strike Felt By Buffalo Seamen

Secord Loses Out

Buffalo, May 29—The Briggs auto strike in Detroit isn't doing us a Hell of a lot of good, but then, of course, we are heart and soul with the men. But to judge by past performances of the CIO, we know what to expect. Naturally, a lot of auto boats are tied up.

The NMU is still fighting the tanker strike in Buffalo by picketing the gas stations, which does not hurt the Socony at all, but some poor son-of-a-seacock of a commission man. The subsidiaries of the company are peddling the oil.

48 Hour Week for NMU

The NMU is negotiating with the Great Lakes Transit for the 48 hour week in port, whereas all of our boats got the 44 hour week. This is the outfit the NMU got last year by accepting \$118 per month, when the ISU had signed for \$125. The guy who is doing the negotiating is Ralph Rogers, expelled from the SUP, and the champion picket line crasher on the Pacific Coast.

The Carrol, of the Buffalo Sand & Gravel paid the men off single time for Sunday, and when the organizer came to see the skipper, he was chased off the ship. But he paid alright enough. The manager phoned the next day, and wanted to meet with us, but we are so damned busy, we told him to keep on paying, and walk the straight and narrow until we got around to it.

Secord Flops

Mr. Secord, for thirty years a pie-card in the ISU, who started a racket of his own after being kicked off the payroll, held a meeting of the stewards' department on the Detroit III, but the gang walked out on him, pledging themselves to the SIU.

On the Canadiana, the steamboat inspectors decided in our favor. Secord had signed an agreement for eight men—his family and neighbors—and left the other nine out, claiming that they didn't belong to the steward's department. But due to the work of Vincent Mitchell, our Agent, he knows better now.

This is an open shop town. We may not set the work afire, but we are getting there just the same.

Steady as she goes

J. Johannessen, SUP No. 3652

could get transferred into the Union from the MTW for a buck. (The SIU honors for transfer all bona fide maritime Union cards, including the MTW.)

Had I accepted, I am sure this attack on me would never have been published; but I refused because I believe that this transfer privilege should not be abused, or used for factional purposes. Whether or not other workers have fallen for this proposition, I do not know.

The IWW talks a lot about fighting the fink book. The fink book cannot be fought without a strong UNION. BUSTING UP THE SIU IS NOT GOING TO BEAT THE FINK BOOK. IF THE IWW REALLY MEANS BUSINESS, LET ITS MEMBERS IN DETROIT STOP HANGING AROUND THE SIU HALL TO RECRUIT MEMBERS INTO THE MTW. LET THEM GET INTO

MILITANT SHIP

San Juan, P. R.
May 25, 1939.

The Editor,
The "LOG"
Dear Sir and Brother:

I have just contacted the crew of the SS Manuela, and found same to be 100 percent SIU militant men.

With the removal of the boat-swain Juan Nieves, there will be no more disruption and dissension amongst the crew. The ship is now sailing on an even keel.

The mate has given his 100 percent cooperation for the island workers, and everything now looks rosy.

Please publish this in your coming number, for the knowledge of the brother members.

Fraternally yours,
A. H. O'Neill, aPtroLman

RESPECTING STRIKE

New Orleans, La.,
June 6, 1939.

Brothers: To the N.M.U.
and the S.I.U. members:

We, the members of the S.I.U. of N.A. have gone on record to respect the Tanker strike 100%. Why? Because it's a bona fide strike.

The N.M.U. is out to get closed shop shipping and better agreements which we, the S.I.U. of N.A., have already.

According to the "Pilot" the N.M.U. has 100 or more ships tied up.

Well, I would like to say that is a lot of propaganda; in port of New York there are four ships tied up, and they were tied up before the strike began.

Had a talk with several N.M.U. members in New York, and they are sure fed up being dictated to by the officials of the N.M.U. such as "no coffee time Joe," "Phillips," "King," and the so-called "Arthur Thomas" of the Gulf District and other commie stooges.

So, all members of the N.M., you know what the S.U.P. stands for is strength, so why not wake up and let's have one big militant organization—the S.I.U. of N.A.

Steady she goes,
C. M. Rogers, Gulf No. 2

EASTERN STRIKE

(Continued from page 1)

ings were called at all branches concerned, and balloting on the terms of the revised agreement was started. The results from the other branches were in Headquarters Saturday afternoon, and were announced at a special meeting. The agreement was signed the same day by Matthew Dushane, for the SIU, and by A. B. Sharp for the company.

All of the vessels affected by the strike are now back in service, with the exception of the SS Acadia, which will resume service on June 12. The agreement will remain in effect until June 15, 1940.

THE SIU AND BUILD IT AS A UNION IN THE INDUSTRY. LET ALL THOSE WHO REALLY WANT TO FIGHT THE FINK BOOK GET TOGETHER AND HELP SHARPEN THE POLICY OF THE UNION.

In the spirit of solidarity, I ask you to publish this reply.

Carl Cowi, SIU Deck No. 985

GRANGE, BROWN AND COMPANY ATTEMPTING TO MUSCLE IN

Criticize Policies and Actions of Officials But Offer No Substitute

OLD ISU PHONIES UNWANTED

The recent strike against the Eastern Steamship Company afforded all the propagandists an opportunity to dispense much of the old well known hooey, and gave the phonies a chance to stand around telling how they would handle the affair IF they were the Union officials.

Among the bull slingers was none other than the redoubtable Dave Grange, the erstwhile Rajah of Ronkonkoma. The Rajah took it upon himself to criticize the policies of the SIU in handling the Eastern strike, and the policies of the organization in general, but when asked what he would offer as a substitute, he clammed right up. His criticism could have had no other purpose than to deliberately attempt to sabotage the strike, and perhaps once again build himself up with some of the membership in the steward's department. But still,—what has he to offer any sane seaman? He makes big talk, but it is meaningless. It has been rumored that Grange has been broadcasting the story that the Emergency Board really wants him to come into the SIU, but that he will not do so except on his terms. Such a statement is a damned lie! The seamen on this coast do not want Dave Grange as a member of the SIU, and he is NOT going to be one! He is also broadcasting considerable anti-West Coast propaganda, none of which contains even a trace of the truth. But, of course, some of the boys are gullible enough to believe any sort of a story from the mouth of the loquacious Dave.

OTHERS ALSO GUILTY

However, Grange was not the only guilty party, as many of the side line quarterbacks stood around beating their gums, and telling all and sundry,—or rather, the few who would listen to them,—how they would run things IF they were in the saddle. Well, all of the old ISU top phonies had their chance to show the seamen on this coast just how things should be done, but failed miserably in doing so, because they did not have the general welfare of the membership at heart;—which is the big reason why they are now on the outside looking in.

PHONEY MOVE FIZZLES

But these phonies don't expect to remain on the outside, and are even now making desperate efforts to muscle in on the Eastern ships. They jumped at the opportunity afforded by the Eastern strike to get in their nefarious work. Gus Brown hied himself to Boston, and we understand that he managed to get a few pledge cards signed; while his pal Reynolds held the fort here in New York. However, the strike ended a bit too soon for them, and they were forced to alter their plans somewhat.

WHO REPRESENTS SEAMEN?

All these phonies, including Grange, Brown, Reynolds, and several others, are like a bunch of vultures, hovering around and waiting for their chance to pounce in. Angle, another of the old line labor fakers, has the nerve to say that the SIU does not represent the seamen;—basing his statement on the fact that the NLRB has not verified us as successors to the AFLSU. However, don't let him overlook the fact that we have a signed contract with the Eastern Steamship Co., and that also the men on these ships are shipped through our halls.

OLD PHONIES NOT WANTED

It has also been brought to our attention that Dixon, who once worked for the AFLSU, has been urging members of the steward's department to join the ISU. Apparently he has also been promised a slice of the pie if and when the old phonies get the seamen back in their clutches, and prepare to sell them out again.

THE SEAMEN ON THIS COAST ARE NOT GOING TO ALLOW ANY OF THESE OLD ISU PHONIES BACK INTO THEIR LABOR MOVEMENT. THEY SOLD THEM OUT BEFORE, AND THEY WILL DO IT AGAIN, AND HAVE CLEARLY SHOWN THAT THEY ARE NOT TO BE TRUSTED! WE DEFINITELY DO NOT WANT THEM, SO LET THEM TAKE WARNING, AND KEEP THEIR NOSES OUT OF OUR AFFAIRS!