

The Maritime Commission Acts as Chief Fink-Herder

On Thursday afternoon, the Maritime Commission threw all discretion to the winds and openly discarded its veil of "impartiality" to appear in full view as chief strike-breaker in the maritime industry.!

It "seized" three Alcoa Company ships in the name of the Government and proceeded to organize their manning with scabs. At the same time, the Commission announced that this procedure would be followed on all the struck ships. The Government is going to run the ships, they announced, under emergency powers granted for National Defense.

O, National Defense, what crimes are committed in your name!

Here is how these actions of the Government agency will work out, according to the New York Times on Friday:

"How the operation will work out was not clear as it has no precedent. It is possible that the government, having possessed the ships, WILL ALLOCATE THEM TO PRIVATE INTERESTS FOR OPERATION ON THE GOVERNMENT ACCOUNT. IN THIS CASE IT IS LIKELY THAT ALCOA WILL RECEIVE THEM.

"THUS ALCOA WOULD BE OPERATING ITS OWN SHIPS AS

AGENTS OF THE GOVERNMENT, WITH THE DIFFERENCE THAT THE GOVERNMENT WOULD BE DICTATING TERMS TO ANY SEAMEN THAT WISH TO SIGN."

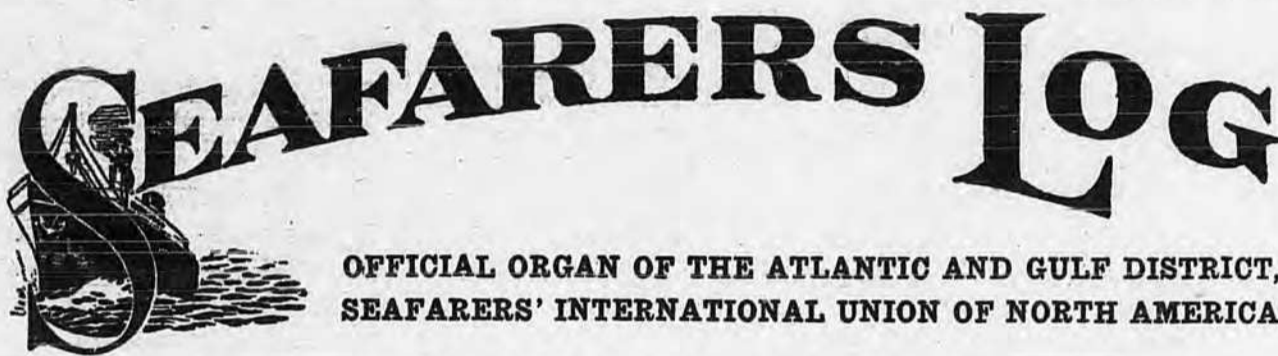
In other words, THE SHIPOWNERS WILL RETAIN ALL THEIR DEMOCRATIC RIGHTS TO MAKE ALL THE PROFIT THEY CAN. On the other hand, THE GOVERNMENT WILL DICTATE TO THE SEAMEN WHAT WAGES THEY WILL RECEIVE!

What is this but the crassest kind of strike-breaking by a government agency acting as the cats' paw of the employers? What kind of democracy is this which acts for the employers and DICTATES to the workers?

The seamen who man the ships carrying lend-lease and national defense materials are asked to risk their lives in order to get through aid to the "Democracies" in a war against "Dictators."

Are these same seamen to be deprived of their own democratic rights at home? What kind of a sham and mockery is this?

It is clear that we are facing an open and avowed strike-breaking move. The Seafarers have no other recourse but to stand firm on their picket lines and meet this move like all other fink-herding moves!



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

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No. 18

HOLD FIRM, SPREAD TIE-UP

S.U.P. JOINS THE FIGHT

Members of the Sailors Union of the Pacific joined the strike of the SIU for a higher bonus at noon on Thursday, September 18, 1941, after coastwise meetings of the SUP decided on such action upon a vote called by Secretary-Treasurer H. Lundeberg.

In New York the SUP tied up the S.S. Minnesotan, the S.S. Oklahoman and the S.S. Seathrush at once and prepared to follow suit with any other foreign run SUP ships coming into port.

The SUP was joined in this action by the New York branch of the Marine Firemen, Oilers, Wipers and Watertenders of the Pacific. The blackgang on these three ships walked off together with the sailors.

This step towards greatly strengthening the strike called by the Seafarers International

Union took place at the deadline set by the U.S. Maritime Commission for the requisitioning of the previously struck vessels unless, the Union agreed to compulsory arbitration.

Labor solidarity was the seamen's answer to this threat of the Government agency to intervene and break the strike on the shipowners' terms. West Coast and East Coast seamen are now bound together, pledged to obtain the just demand for a higher bonus to the men who sail the ships and take the daily increasing risks.

In action, under pressure, in the very midst of a crucial situation, the seamen on both coasts have demonstrated practical unity. The action of the SUP and MFOV gave living evidence of the old war-cray of the seamen: "An injury to one is an injury to all!"

Meeting Calls for Coastwise Ballot for General Strike In Reply to Intimidation

Meeting in special session at 11 A.M. on Thursday morning, September 18, 1941, the New York members of the Seafarers International Union on strike for a higher bonus voted to authorize their officers to conduct a coastwise poll of the Union declaring a General Strike on all ships!

This action of the striking membership came in reply to an ultimatum given the Union by the United States Maritime Commission to submit the dispute to arbitration by noon that day, or else see the ships requisitioned by the government.

A telegram from Admiral E. S. Land, Chairman of the Maritime Commission (printed elsewhere in this issue), which incorporated the ultimatum, was read to the membership by John Hawk, Secretary-Treasurer of the SIU.

Immediately there was an uproar from the assembled strikers and cries of "No, no!" "Thumbs Down," etc., echoed throughout the hall.

Speaker after speaker got up to state the case of the strikers. Negotiations had been going on for more than five months with no results, speakers said. That is why they finally took action.

They had no agreement to abide by an arbitration award, others stated, and consequently

(Continued on Page 2)

New York Strike SIDELIGHTS

Picket lines are holding tight. More than 650 strikers are registered. Each man is assigned to 4-hour watches. No one fails a watch, with three to ten men to a picket line constantly. At Pier 18, West Side; Pier K. Weehawken; Pier 3, Brooklyn and Pier 10, Staten Island, pickets are on the march, watchful against any and all forms of finking. Not a fink has gone through! The ships are tied up tighter than a door-nail.

The strike hall on the third floor is teeming with pickets changing watches. Steaming hot coffee and sandwiches refresh them to take up their task of

(Continued on Page 3)

Marine Cooks Smash Move To Join N.M.U.

In a smashing blow to the misleaders who head the National Maritime Union, the membership of the Marine Cooks and Stewards of the Pacific overwhelmingly defeated affiliation to the NMU in a coastwise referendum.

The vote as announced in San Francisco was 1,256 to 89.

(Continued on Page 4)

SEAMEN!

Your fellow American seamen, who are members of the Seafarers' International Union and the Sailors Union of the Pacific have gone on strike for larger war bonuses and larger life insurance.

For many months, ever since the S.S. Robin Moor was torpedoed in mid-Atlantic and an SIU crew had to spend three weeks in lifeboats before they were fortunate enough to be picked up, we have attempted to use the regular machinery of negotiation, mediation, and what have you to raise these bonuses. We have met with no success, and have been forced to the conclusion that the Maritime Commission and the shipowners were merely kicking us around.

We are now engaged in a great strike. The Maritime Commission has decided to test whether these unions or any other unions can exercise the ordinary rights and use the common weapon of shore labor to secure what is plainly theirs in justice.

(Continued on Page 4)

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THE FINKY NMU OFFICIALDOM

True to Their Colors

Some people are under the impression that Curran's color is Red. To us it looks more like plain ordinary YELLOW. The Yellow that usually is associated with scabbery.

Curran and Company's attitude toward the crucial strike of the Seafarers International Union for a higher bonus, faced with Maritime Commission strike-breaking in favor of the shipowners, is nothing but aid and comfort to the strike-breakers. The NMU top officialdom are just true to their colors.

In an editorial in the current issue of his "Pilot," published at the very time when the Maritime Commission in collusion with the operators are carrying through their finky seizure of the Alcoa ships, Curran dubs the SIU strike as a "bum beef" and a "flukey strike" and furnishes the enemies of the strikers with "arguments." As usual, he aids the bosses and stabs the fighting workers in the back, which is about what can be expected of the yellow, treacherous and double-crossing hangers-on of the Stalinite Communist Party machine.

"Just to up and call a general strike over a secondary issue," says the "Pilot" editorial, "looks like a bum beef to us."

To the hardened bureaucrat in the swivel-chair of his office, a higher bonus and adequate war risk insurance for seamen who are ready to lay down their lives in dangerous waters is just a "secondary issue"!

What do the National Maritime Union rank and file, who face the risks of death on the high seas and whose families face the prospect of insecurity, say to this craven piece of skullduggery put out by their leaders as an argument against a strike when these same people admit the SIU men are "out fighting like hell to win?"

In its previous issue, the "Pilot" carried an article by Joe Curran charging the SIU with a sell-out. The strike followed. So Curran calls this a bona fide strike "flukey." Apparently the determination of the SIU to strike for its demands on the war bonus is the "sell-out" Curran was referring to. The NMU rank and file can now judge for themselves as to who is really selling out.

On the one side stands the striking SIU-SUP membership. On the other side stand the employers, the Maritime Commission and the finks. Curran and Company have ranged themselves on the side of the latter and against the striking seamen. The NMU rank and file will also take sides in this struggle. We, for one, do not believe that the militant seamen in the ranks of the NMU will range themselves on the side of Curran in this dispute.

In our last issue we asked: "In the case of a strike on SIU ships for an adequate bonus, will it be too much to ask Curran and Co. to refrain from their usual raiding and strike-breaking activity against the SIU? Or will these apostles of "Unity" consider plain, common, decent labor solidarity with the striking seamen as also 'pulling the SIU's chestnuts out of the fire?'"

Curran has given an indication of his answer. He is already arguing on the side of the shipowners. Will he go a step further now and actually attempt to supply scabs on the struck vessels which are being seized by the Maritime Commission? Is that what the Stalinist C. P. policy of "All-Out Aid to Britain and Russia" will lead the NMU to?

Will the NMU rank and file allow this indecent attack on labor solidarity to go the full length.

With Curran's finky policy, the results of the "Unity" campaign are already becoming more and more apparent. Last month the West Coast Marine Firemen voted overwhelmingly to defeat a proposal to affiliate with the NMU-CIO. That was a telling blow.

"Arbitration" Cry Used as A Racket

Ready to meet the Government anxiety to get defense materials to West Indies bases and bauxite for airplane aluminum back from the islands, the Seafarers International Union made a separate proposal for a settlement of the strike on the Alcoa Line ships.

The Union offered to sail the ships upon agreement on a minimum \$30 a month bonus at once, with a more permanent figure ranging between \$30 to \$60 to be left to arbitration afterwards.

Captain Theobald of the Alcoa Company agreed that this was a fair proposal and told the Union committee meeting with him that he would take it up with his superior officers.

Later on, he called up to inform the SIU that this proposal was unacceptable. "The offer was refused by the company," we read in the New York Times of Friday, Sept. 18, "on the ground that it was not an offer of ARBITRATION but another demand for a war bonus."

A Strange Reason

What an astounding reason! In the case of the Robin, the Waterman, the Calmar and the South Atlantic Lines, the shipowners claim that they have an agreement with the Union which binds it to arbitration, referring to the agreement on the basis of which their tied up ships were released on July 8th. What claim does Alcoa base itself on?

The Alcoa company was NOT IN THE SLIGHTEST INVOLVED DURING THE TIE-UP IN JULY, NOR WAS IT A PARTY TO THE AGREEMENT SIGNED THEN.

This action on Alcoa's part merely shows up the whole scheme of the shipowners in their cry for arbitration as a pure and simple racket.

This week a still more powerful blow has been dealt Curran's phoney "Unity" by the West Coast Marine Cooks and Stewards, who followed the MFOW lead and likewise defeated affiliation to the NMU-CIO by a vast majority. The Marine Cooks were considered as "practically in the bag" by the Stalinist wreckers in control of the NMU. Their action, like that of the Firemen is only the beginning of a mighty protest wave against Curran and Company's disruption and outright support of the shipowners and their agents in the government agencies.

These signals from the West Coast and Curran's latest bit of finky behavior in the SIU strike show that unity of the seamen can be achieved only despite and against the fakers at the head of the NMU.

In the course of strike action, unity is more significant than ever. The sincere NMU rank and file who want unity will show it in the course of the strike by blocking Curran's scab moves and by ranging themselves in solidarity on the picket lines of the Seafarers International Union and the Sailors Union of the Pacific.

Meeting Calls for Coastwise Ballot for General Strike In Reply to Intimidation

(Continued from Page 1)

arbitration would only mean more delay and the possible need to go out on strike again later. They wanted to settle this issue once and for all, this time! That was the import of one speech after another.

New ships have been raided since the strike began, rank and file seamen stated, and the dangers to shipping were increasing daily with the application of the Government's policy to shoot Nazi raiders on sight.

"Now is the time to decide the issue of the war bonus." That sums up the sentiment of the men expressed at the Thursday meeting. Later on their civil rights may be "blacked out" by further war measures of the government, the men felt.

After nearly an hour of discussion along these lines, the membership voted to reaffirm its

with the committee that the West Indies were a war zone and that a bonus would probably have to be paid. The committee thereupon made the following proposal to Alcoa:

To sail the Alcoa Company's ships provided that a \$30 a month bonus was agreed upon at once as a minimum, with a permanent rate between \$30 and \$60 per month to be left for settlement by arbitration.

Captain Theobald stated that he regarded that as a fair compromise and said that he would take it up with the President of the company and the other officials.

Just before the Special Meeting opened, Hawk declared, Theobald called him to tell him that the proposal was "no soap" and that the Company would be guided by the Maritime Commission's ultimatum.

LAND'S WIRE

WASHINGTON, D.C., SEPTEMBER 17, 1941

JOHN HAWK

SECRETARY-TREASURER, SEAFARERS INTL. UNION

ATLANTIC AND GULF DISTRICTS

2 STONE ST., NEW YORK

BE ADVISED THAT THE FOLLOWING DECISION HAS BEEN MADE BY THE UNITED STATES MARITIME COMMISSION: THE MARITIME COMMISSION WILL REQUISITION FOR USE VESSELS NOW BEING HELD IN PORT UNLESS AN AGREEMENT TO SUBMIT TO ARBITRATION THE MATTERS NOW UNDER DISPUTE HAS BEEN MADE BY NOON EASTERN STANDARD TIME THURSDAY SEPTEMBER EIGHTEENTH.

E. S. LAND, MARITIME COMMISSION.

original stand to remain out on strike until concrete counter-proposals for higher bonus pay and more adequate war risk insurance were offered by the shipowners.

Brother Hawk reported to the meeting that the negotiating committee had met earlier in the morning with Captain Theobald of the Alcoa Steamship Company. He reported that the Union Committee had submitted a special offer to the Alcoa people. Captain Theobald had agreed

This report aroused resentment in the crowded hall. The men felt that the Maritime Commission and the government were interfering with a settlement favorable to the Union. Without the Commission's ultimatum, the consensus of opinion was, the Alcoa beef would already have been settled that morning.

In an additional move to counter the openly strikebreaking action of the Maritime Commission, a motion was put before the meeting ordering that a General Strike vote be taken up and down the coast, if the Commission went through with its intention of requisitioning the struck ships.

A tremendous roar of "Ayes" went up when a vote was called for on this motion. Not a single dissenting voice came forward in opposition.

A holiday spirit pervaded the meeting. The men backed up their negotiating committee with great enthusiasm and interrupted calls for the spread of the strike with repeated cheers. After the meeting was concluded, the men literally swarmed around the dispatcher's desk to volunteer for picket duty.

Not a single struck ship must be moved. That summed up the spirit of the strikers.

What Is the Maritime Commission Game?

Now that the shipowners have been shown by strike action that the seamen mean business, the United States Maritime Commission steps into the picture.

The shipowners cannot move the tied-up ships scheduled for the war zones because they have no seamen to man them at the present bonus rates, which the men regard as pure and simple robbery.

So the Maritime Commission issues an **ULTIMATUM!**

Whom is the **ULTIMATUM** directed at? Not the shipowners, of course! They are not asked to change their tune by as much as a whisper. Their answer to the seamen's demands was arbitration! The Commission ultimatum demands: arbitration!

Sings Same Tune

The Maritime Commission is a government agency. It is supposed to stand "above all classes." It is supposed to be "impartial"! Here is a dispute between operators and working men. The latter ask for a higher bonus. The former say: Sail the ships under the present conditions and submit to arbitration. So the Maritime Commission shows its "impartiality"—it takes no sides in the dispute, not at all. It strikes a happy "compromise" and only asks the seamen to sail the ships and submit to arbitration!

If the issue were not so crucial and so tragic in its implications, this display of alleged disinterestedness by a government agency would be funny enough to make the Gods roar with laughter.

But the dispute is serious enough. The lives of men are at stake on foreign runs as never before. They merely ask for added protection and care for their families in keeping with the growing risk. That's what the bonus issue amounts to!

New Risks Admitted

Does the Maritime Commission or the government it represents deny that risks have been increased, as the shipowners have all these months of negotiation? Why, the government itself is the loudest to announce the increased danger to American ships in the foreign zones! That's why convoys are being organized! That's why the President has ordered the Navy to shoot Nazi raiders on sight!

Does the Maritime Commission or the government hold that no bonus is necessary for the seamen? Why, the Maritime Commission itself pays 100% bonus on the Panamanian flagships operating to war zones under its direction!

Or, is the Commission's game to reduce the average pay on American ships to the \$55 it pays on the foreign-flag ship vessels it operates? Is an agency of the United States government out to break down the American standard of living fought for so long by American maritime labor?

New York Strike SIDELIGHTS

(Continued from Page 1)

holding the lines solid. Gallons of coffee and hundreds of sandwiches are turned out under able direction of Steward Department men, Bill Atwood and Walter Fisher.

* * *

Strike meetings on the Sixth floor are packed to the rafters. Six hundred crowd into the hall, scores are in the hallway, many more wait downstairs. Fifty to sixty men take the floor, many of them men who never spoke in public before. Every speech expresses the same determination to carry the fight on to a successful conclusion.

* * *

"Let the Government take over the ships," says one striker. "we can't get a much rawer deal than we have already gotten from the shipowners. We are entitled to a bonus that will cover the risks. All we are asking for is justice. We're out to get justice. That's our right and no one can take it from us." Cheers and a round of applause follow from all over the hall.

* * *

Crews of ships that have not yet been struck join the battle with the contribution of fighting funds to the strike. Heading the list are the S.S. Francis Salmon crew with \$10.50 and the crew of the S.S. Comet with \$15.95. Seamen who cannot participate in the strike because of work ashore, likewise send in their contributions.

* * *

A circular addressed by the Strike Committee to the NMU men on the S.S. Caribqueen (printed elsewhere) is met by the crew members with "Attaboy, we're right with you." Several of the men declare that they will "see" Curran and Co. about the NMU's official stand on the beef.

* * *

A leaflet addressed to "American Seamen" asking them to join in support of the SIU action is distributed by strikers at the NMU hall on Eleventh Avenue and gets such a good response from the rank and file sailors there that several of them post it up on their official bulletin board in the hall!

* * *

Word comes through by wire that the SUP has voted to join the strike at noon Thursday. Pandemonium breaks loose in the strike hall.

* * *

On the picket lines, grim and determined faces show the spirit of the men who pace up and down to see that the ships stay tied up tight until the strike is won.

* * *

A number of men from the army transports have shown up at strike headquarters and volunteered to join the picket lines. A decent bonus sounds good to them, too!

* * *

At pier 18, West Side, a Navy truck pulled up to take a load off a struck ship. The gob driving the truck took one look at the picket line and didn't wait for some admiral to give him orders. He turned the truck around and drove back to the garage.

* * *

Brothers from the Marine division of the IBEW (Electrical Workers) have also volunteered to join our lines. The shipowners may have the Maritime Commission on their side, but there is no question about which side all good union men have chosen.

Just a Stooge?

In whose interest is the Maritime Commission acting? Is it just a pure and simple stooge of the shipowners who have been out to wreck the Unions and beat down seamen's wages?

The Seafarers International and the Sailors Union of the Pacific once before had occasion to fight a Maritime Commission move in the interests of the shipowners. That was when the Commission attempted to reintroduce the government-run Fink Hiring Halls. The Seamen's unions then did not hesitate to counter that strike-breaking move with picket lines around the Maritime Commission offices. They stopped the move to place them back in the shackles of the Fink Hiring Hall.

Remember the Fink Hall!

The Unions will not shrink back this time either. They will answer the strike-breaking move of the Commission to requisition the struck ships and man them with finks. They will face this move with the same spirit as in the fight against the Fink Hall.

If the Maritime Commission is out to act as a stooge of the shipowners, if it is out to do the strike-breaking which the operators at present don't dare undertake, the Unions will react as they do to all strike-breaking, from any source: With a fighting and determined picket line!

The demand for a higher bonus is a just demand. Not only the seamen, but all the world which reads of new sinkings of American merchant craft every day, knows that. The strikers are fighting for justice to the seamen.

One Cop Who's On Right Side

Pier 3 in Brooklyn is not too damn close to strike headquarters and some of the strikers got lost on the way there to do a trick on the picket line. After wandering around in the wilds of Brooklyn for a while, they suddenly discovered they didn't have the carfare necessary to complete the trip.

"Why not ask the cop on the corner there for the dough," one of the strikers suggested.

It sounded screwy but they tried it.

The cop not only gave them the carfare but asked the boys in for a cup of coffee, so they'd keep warm on the pier!

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TWO TELEGRAMS THAT SPEAK FOR THEMSELVES

WASHINGTON, D.C., SEPTEMBER 17, 1941

JOHN HAWK

SECRETARY-TREASURER, SEAFARERS INTL. UNION ATLANTIC AND GULF DISTRICTS
2 STONE ST., NEW YORK

WE ARE IN RECEIPT OF A LETTER FROM FRANK J. TAYLOR PRESIDENT AMERICAN MERCHANT MARINE INSTITUTE DATED SEPTEMBER FOURTH ADDRESSED TO THE UNITED STATES DEPARTMENT OF LABOR REQUESTING THE APPOINTMENT OF AN ARBITRATOR ON WAR BONUS ISSUE IN ACCORDANCE WITH AN AGREEMENT DATED JULY 8, 1941, EXECUTED BY THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA AND THE SEAS SHIPPING COMPANY, THE SOUTH ATLANTIC STEAMSHIP LINES AND THE WATERMAN STEAMSHIP CORPORATION. IS IT YOUR UNDERSTANDING THAT THE SECRETARY OF LABOR SHOULD NOW APPOINT AN ARBITRATOR AND THAT HIS DECISION IS TO BE BINDING ON ALL PARTIES. PLEASE WIRE REPLY.

J. R. STEELMAN, DIRECTOR OF CONCILIATION.

J. R. STEELMAN, DIRECTOR OF CONCILIATION
DEPT. OF LABOR, WASHINGTON, D. C.

The Seafarers International Union of North America takes the position that the agreement signed on July 8, 1941, with the South Atlantic, Seas Shipping, Waterman and Calmar Steamship Companies was broken by these companies, and we have so informed the companies and the Maritime Commission. Under these circumstances the Union does not feel inclined to submit this matter to arbitration.

The agreement states a meeting will be called as soon as possible to include all interested unions and companies. This was not complied with. First the Licensed Officers met separately with the companies. The Seafarers' representatives were barred from this meeting. Second, one week later, August 19, 1941, all the unlicensed unions met with the companies, and the companies allowed this meeting to break up under the protest of all the maritime unions except the National Maritime Union. The Chairman acting for the Maritime Commission allowed this meeting to adjourn to reconvene at a later date knowing that on the record several unions stated their unions would not be represented at this conference again.

Third, the Seafarers attended several meetings with the operators of these companies in New York in an effort to reach an agreement satisfactory to both parties. The companies refused to negotiate under the subterfuge that they were waiting for the conference to reconvene. Fourth there is nothing in the agreement which states the decision of the arbitrator shall be final and binding to both parties.

JOHN HAWK.

STRIKE FUND HONOR ROLL

The following brothers have made voluntary contributions to the Strike Committee:

CREW OF THE S.S. FRANCIS SALMON—J. Deppner, \$1; M. Noble 50c, E. Carlton \$1; B. Lupton \$1, O. Dover \$1, K. Kain \$1, F. S. Johnston \$1, R. Corey \$1, E. Adams 50c, B. Pullen 50c, H. Bridges \$1, B. Tjpkowski \$1—\$10.50.

CREW OF S.S. COMET—A. Pato \$1, V. Fernandez \$1, J. Paz \$1, H. Berendt \$1, W. Chadder 50c, A. Anecros 50c, A. Lopez \$1, J. Gomez \$1, J. Vicza 50c, M. Otero \$1, W. Christoferson 50c, M. Machado 50c, N. Kraljio 50c, M. Zefric 50c, G. Berube 50c, D. Madison 50c, G. Peterson 50c, J. Ozga, 50c, J. Johnson 50c, J. Pacheco 50c, W. Kaher 50c, B. Wise 50c, T. Moran 25c, M. Corria 25c, J. Sylvia 50c, J. Rivers 25c—\$15.75.

What's Behind Alcoa's Cry Of "Holding Up Defense"

As could have been predicted, one of the companies struck in the bonus tie-up of the Seafarers, the Alcoa Steamship Company, immediately came out in the newspapers with the cry: The strike is holding up the defense output of aluminum!

It's not the reluctance of the greedy shipowners to pay the seamen a few dollars a month in war bonus, but the insistence of the seamen on this bonus which is holding up "defense output."

According to these public-spirited gentlemen, the shipowners are apparently pious patriots, not out to make a nickel on the transport and production of aluminum. Greed and avarice and lack of concern for national welfare—that's something the seamen are guilty of!

That this cock-eyed "argument" gets any mention in the press at all is due to the shipowners' and their pals, the newspaper owners' reliance on the ignorance of the reading public. An acquaintance with the facts explodes the altruistic claims of the shipowners and the Aluminum trust at once.

The Facts

What are the facts?

1. The Alcoa ships carried the raw product which is essential to the production of what is now the No. 1 defense material—aluminum for war planes—long before the present war period started. Its major cargo was bauxite then. It is bauxite now.

2. The Alcoa company fought the American standard of wages and working conditions for seamen before the war on its foreign-flag ships. It is doing the same on American-flag ships now. All that has changed is that they now can resort to "national defense" as a subterfuge for their anti-labor policy.

3. The Aluminum trust, of which Alcoa is merely a subsidiary, was so patriotic that a recent investigation by a Congressional Committee revealed an alleged deal on restricting production and setting prices for aluminum, concluded between it and the German trust in the same field, which remained in effect long after the present anti-Nazi and pro-British policy of the U. S. Government had been declared official administration policy.

4. A recent congressional investigation into the subsidizing of Government contracts with the Aluminum trust (see the Journal of Commerce, Sept. 17, 1941, front page) disclosed the following facts:

The Company, in order to meet Government production requirements, forced the government to subsidize the construction of additional production facilities to the tune of \$52,000,-

000. The Senate National Defense Investigating Committee's counsel made the following findings in this connection:

Tricky Contract

"... Alcoa is protected all the way in each provision... the government is not... there were no provisions in the contract to enforce completion of the construction of the plants within any stipulated time... Further, if power contracts are not forthcoming, he said, Alcoa can side-step the contract and be reimbursed by the government for all time, labor and expense incident to the projects up to the time." (See "Journal of Commerce" of above date.)

That's the kind of "sacrifices" these patriots are willing to make for that "national defense" which they use as a club over the seamen and their other workmen.

Enormous Profits

5. The same investigation revealed that the Company had at first put the price of completed aluminum at 17 cents, which would have given them a net profit of 2½ cents a pound. In the course of negotiations with the government, during which they obtained the above-mentioned contract as a sop, Alcoa graciously consented to reduce the price to 15 cents. This still gives them a net profit of from ¼ to ½ a cent a pound. Their schedule calls for the production of no less than 1,500,000,000 pounds of aluminum a year, which would give them a net profit on production alone of something like \$4,750,000 a year!

Aside from this cool \$5,000,000 profit, approximately, the Aluminum trust also reaps huge profits from the mining of the bauxite, carried on with cheap native labor in Dutch Guiana and a fortune in the transportation of this same product on the ships of the Alcoa Steamship Company, all of which is controlled by the same little clique of greedy men.

And these men can't afford to pay a bonus of \$1 or \$2 a day to the seamen who move the ships in all kinds of weather and brave the risks of bombing or shelling or torpedoing! These are the men who berate the seamen for lack of "patriotism" when they stand up for their right to some protection against dangers and to some compensation for their risks! What is alleged concern for "national defense" worth when it comes forth from the mouths of such anti-labor profiteers as these?

Marine Cooks Smash Move to Join N. M. U.

(Continued from Page 1)

Balloting returns were made public last Wednesday.

The misleadership of the NMU had counted on a complete victory in the Cooks' referendum, after conducting a months' long campaign for "unity" with all kinds of money spent to swing the vote. Also in their favor was the fact that Stalinist C.P. influence was as strong in the leadership of the Marine Cooks organization as it is in the top officialdom of the NMU. Despite their Stalinist leaders, however, and in spite of all the pressure from their machine on the East Coast, the rank and file defeated this move in sensational fashion.

Phoney "Unity" on Ice

The referendum vote of the Cooks, following the equally disastrous defeat that their campaign suffered in the recent referendum of the West Coast Firemen, definitely places Curran's phoney "Unity" drive on ice. These actions can only be interpreted as powerful protests against the anti-labor policies of the C.P., which dominates the NMU officialdom, as well as rank and file resentment against the union-breaking tactics of Curran and Co.

It is to be expected that these most recent moves on the West Coast will serve to stir up the smoldering revolt against the Curran misleadership on the East Coast.

And He Kept A Straight Face!

Capt. Granville Conway, New York District Manager of the Maritime Commission, has been talking big these past few days. In an interview with the press he thundered at the SIU and warned that if we didn't reach an agreement with the owners (accept the boss terms), he was going to take over all the ships and break the strike.

"We will accept anyone who has a seaman's certificate, whether he is a union man or not," he said.

This amounted to a left-handed invitation to Joe Curran to help him break the strike.

When reporters asked the Captain what his policy on bonuses would be if he took over the ships, he made a very funny crack (though he meant it seriously):

"Seamen know that the Maritime Commission is 'always fair,' he said with a straight face.

NOTICE

James Monroe Cooper

Please get in touch with the following or your lawsuit will be vacated on October 3. Mr. Shaw, Clerk of Court, Room 210, Post Office Bldg., New Orleans, La.

What About This "Arbitration" Issue?

A great hullabulloo has been raised around the question of arbitration. Any time you talk to a shipowner about an answer to the strikers' demands for a higher bonus, he answers you: "We abide by the agreement to arbitrate."

What agreement do they refer to?

What the Agreement Actually Called For

It seems that on July 8th, when the SIU released the ships then unofficially tied-up for a bonus, an agreement was signed with the Robin, Calmar, Waterman and South Atlantic lines. That agreement was also counter-signed by a representative of the Maritime Commission. It called for a conference in Washington, participated in BY ALL UNIONS and all the operators, in order to settle the bonus issue. In case of an unsatisfactory settlement at the conference, all parties agreed to consider arbitration, without stating that they would abide by an arbitration award as binding. We repeat, all parties agreed to this.

These are the facts.

The Truth of the Matter

Now what is the charge? The charge is that the Union is breaking the agreement by refusing to arbitrate. On the other hand, the shipowners claim that they are abiding by the agreement in agreeing to arbitrate. What is the truth about this attempt to becloud the issue and to make the Union appear as the culprit in the case?

The truth is that the agreement signed in July was violated by the operators and the Maritime Commission when they failed to hold a conference participated in by ALL UNIONS! It was they who called a separate conference of ships' officers unions! It was they who called a separate conference of the radio operators' unions! It was they who called a separate conference of the unlicensed personnel's unions!

If that wasn't violating the agreement, it was a pretty good imitation of it.

Next, at the conference with the unlicensed seamen's unions, when the National Maritime Union walked out, the SIU, together with other unions represented, insisted on continuing. It insisted on abiding by the agreement of July 8. Again, the shipowners and the Maritime Commission took the NMU's walkout as a pretext for breaking up the conference. Again it was they who violated the agreement!

After these experiences, can the Maritime Commission and shipowners say with a straight face that the July 8th agreement remained in effect?

What is this but unmitigated brass?

The Shipowners Broke the Agreement

The agreement called for a conference of ALL UNIONS to lay down terms of a higher bonus, then to arbitrate if necessary. If the shipowners do not abide by the first part of the agreement, what justification can they possibly have in demanding that the Union abide by the second part?

The hullabulloo about "arbitration" is clearly just an attempt to smear the Union. It is an attempt to intimidate the Union. That attempt is a complete fizzle.

By refusing to meet the Union on an equal footing, the operators and the Maritime Commission forced the Union to take strike action. The Union released the ships in July on a pledge of the Maritime Commission and the shipowners to settle by negotiation. Two and a half months later the issue remained where it was in July. The Union is out to get a settlement this time. It will not allow itself to be hornswoggled again.

SEAMEN!

(Continued from Page 1)

The Maritime Commission has "requisitioned" the ships, and it is believed that they will hand them right back to their real owners simply making those owners "operating agents."

Of course that is nothing but a subterfuge to break this strike. It has been stated that members of the National Maritime Union will man these ships because the Seafarers' contract is "broken."

We are giving you these facts because we know that if you know the real facts, nothing in the world can make you scab on us.

SIU STRIKE COMMITTEE, NEW YORK.