

MWEB Is Mute On Restoring Bonus

SIU Member Cited For Saving Four Lives

Saving lives is getting to be a habit with Brother Morriss Norriss, Bos'n on the SS William Gibbs, John Mogan, Boston Agent, declares, while urging proper recognition be afforded him.

A description of Norriss' act of heroism of last Dec. 23rd, is contained in this article from a Portland, Maine, newspaper of Tuesday, June 6, as follows:

"LOCAL HARBOR RESCUE IS FOURTH BY LIBERTY SHIP BOATSWAIN.

"When Morriss Norriss, 20, of Beverly, Mass., boatswain on a Liberty ship tied up at Portland Terminal Pier three, rescued a seaman from a sister ship from drowning Tuesday, it was the fourth such rescue he has made in five months.

"Norriss dove into the icy waters of the local harbor to save William Maroney, seaman on another Liberty tied up at that pier, who had jumped or fallen overboard.

"Norriss saved the lives of three U. S. Navy men last June when their boat capsized in the harbor at Halifax, N. S., according to Wallace Carroll of 7 Willard Street, chief officer of the Gibbs.

"Norriss was honored by citizens of Halifax who presented him with a key to the city in commemoration of his heroism, Carroll said.

"Carroll said Maroney appar-
(Continued on Page 4)

Kennedy Disputes Land On Tonnage

Joseph P. Kennedy, former head of the Maritime Commission and later Ambassador to Great Britain, said recently in a Boston talk that the United States should scrap most of its wartime merchant fleet when the fighting ends.

Some ships, he believes, could be sold to foreign countries if they don't compete with American lines: the Army and Navy could take what they want, too.

Admiral Land has a different idea. He believes the excess tonnage, mostly Liberties, should be laid up, but not like the laid-up fleets of the first World War.

He would spend at least \$4,000,000.00 a year to keep the ships in good condition and ready for use. That would be about three to four thousand dollars a year per ship.

SIU-SUP And Other AFL Organizations Press Demands To Restore Bonus—Curran And Ilk Default—Dr. John R. Steelman Resigns

WASHINGTON, D. C., June 7—The meeting of the Maritime War Emergency Board here, yesterday, was one of the most revealing things that labor men have seen in this city in years. For the Seafarers International Union, the Sailors Union of the Pacific and other AFL Unions of the seamen sailing the American Merchant Marine in all capacities not only declared themselves, but they exposed the National Maritime Union and their cohorts within the CIO

and the MWEB as working in consort to defeat the interests of all the merchant seamen now sailing the war zones and delivering the vitally needed materials to the armed forces of the Allies. The upshot of the meeting was that Dr. John R. Steelman resigned.

As promptly as the Maritime War Emergency Board had called the meeting of all signatories to the Statement of Principles upon the charges of the AFL Unions that the MWEB had acted illegally in cutting the bonuses for seamen, the AFL leaders responded by carrying the fight.

It was noticeable that the MWEB tried its old tactics and held the meeting in an auditorium ill-equipped and without tables for such discussion as well as insufficient seating space.

The AFL Union leaders, however, completely exposed Curran and the NMU and their maneuvers against the seamen.

Following is the report of John

Hawk, Sec'y-Treas. of the Atlantic and Gulf District of the SIU of NA:

On Tuesday, June 6, Harry Lundeberg, International President of the SIU, Morris Weisberger, Vice-President of the SIU, Matthew Dushane, Washington Representative, and myself, as well as I. B. Padway, Counsel to the AF of L and Mr. Wilson of the AF of L legal staff who prepared the briefs, attended a meeting of the Maritime War Emergency Board which had called in all signatories to the Statement of Principles as a result of the special meeting of May 23, at which the SIU-SUP and AF of L heads demanded that the MWEB withdraw the decisions which drastically cut the bonuses on the grounds that the MWEB acted outside and beyond the scope of the powers granted them under the Statement of Principles.

The meeting was called by the MWEB to discuss these points:

1. Shall the present Maritime War Emergency Board be continued?
2. If so, what shall be the jurisdiction and authority of the board?

Counsel I. B. Padway presented the arguments from a legal viewpoint, exposing the Board's dictatorial maneuvers on the issue of bonuses for the seamen sailing active war theaters. He was assisted by Mr. Wilson of the AF of L Legal staff.

Harry Lundeberg, myself and the others representing the SIU and the SUP, took the position that we were in there to:

- A. Get an answer to the demand of the AF of L Unions that the illegal bonus cuts be restored.
- B. The SIU-SUP flatly refused to discuss the MWEB's jurisdiction until the cuts were restored.

Captains H. Martin, C. May, and E. W. Higgenbotham, representing the National Organiza-
(Continued on Page 2)



Above is a picture of many of the delegates to the recent Convention of the Seafarers International Union of North America which was held in New Orleans, La. Many vital problems were discussed at the assembly and issues ordered brought before a referendum ballot of the membership of the Union. Plans were mapped to continue to further the interests of the membership of the SIU of NA and set marks and standards with which the entire seamen of the whole world can set a base in their fight against the operators of ships.

Polaner Radios To Lakes Seamen

In a series of hard-hitting broadcasts heard three times daily over prominent radio stations, Mardy Polaner, Great Lakes District Sec'y-Treas. of the SIU, is telling the people of the middle-west the truth about the sailor's labor movement on the Great Lakes.

Exposing the fake claims of the NMU, which would claim for their own all the benefits achieved for Lakes Sailors by the SIU, Polaner brands the NMU officials as the racketeers they are, and shows the ridiculous falsity of their propoganda aimed at the Lakes seamen.

Carrying Polaner's crusading talks are radio stations W.S.O.O. at Sault St. Marie, Michigan, W.H.L.S. of Port Huron, Mich., and W.C.F.L., the Chicago Federation of Labor station in Chicago. His talks can be heard from June 12th through the 15th. Previous broadcasts were carried by these stations on the 5th, 6th, 7th, and 8th.

SEAFARERS LOG

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A Home For The Union

AN EDITORIAL

The Seafarers International Union of North America has always striven to gain better quarters for the membership sailing the ships. This is, and always has been, the stated policy of the Union as exhibited by the will and desire of the membership themselves, for they who are out at the point of production know that if the AFL Unions of those in the maritime industry hadn't carried on an unending struggle for good quarters, good living and good working conditions, (as well as for the highest wages and bonuses), in the industry, seamen would still be confined to rank and evil smelling quarters aboard the ships.

The AFL Unions in the marine industry have consistently fought such a condition!

It is therefore fitting that the quarters of the Union's offices and the Union's hiring halls themselves should be housed in buildings comparable with the wishes of the membership and their desire to live in the best quarters possible.

Keep this in mind as well as the fact that Union halls owned and operated by the Union will make the Union independent of hostile landlords who would betray such rentals of outside halls to the shipowners in times of stress, strike and trouble. The independence of the Unions is always paramount; and the leaders of the AFL Unions have always been successful in keeping out the influence of the shipowners—WHILE THE CIO SO-CALLED 'UNIONS' IN THE MARINE INDUSTRY HAVE TEAMED UP WITH SUCH INTERESTS.

As well as these factors there is also the point of keeping the Atlantic and Gulf District of the SIU of NA in a stable financial position during the tough years that are assuredly coming after the war.

It was with these things in mind that the membership of the Union recently placed on the ballot the proposition that a hall be purchased to house the Union's halls in New York; as well as a measure calling for the purchase of a building in Tampa. The purchase of property in New York, which will tend to make the Atlantic and Gulf District of the SIU of NA secure, is contingent upon the will of the membership through their selective right in the

WHAT'S DOING

Around the Ports

NEW YORK

BEEFS, BEEFS, BEEFS!! This Port within the past five days has really had them. Like the biblical character who wrestled with his conscience, we have really been wrestling up here too, but with the beefs instead of our conscience (which some of the ship owners claim that we haven't got), and although it looked as though we were going to be whipped for a while, we finally came out on top, or what was left of us come out on top.

In the spread of four days, we settled overtime beefs amounting to approximately \$3,000 involving 150 men, and BOY!!! did these piecards up this way sweat in doing it. These disputes involved all departments—local and out-of-town beefs as well were settled.

We were very fortunate in having started a system here recently of using rank and file Patrolmen from the floor, as without this system, during this recent rush, we would have been in a hole so far that it would have taken six months to climb out of it. It all comes back to a lot of sailors' opinions—that is—that any good rank and file union seaman with the proper experience has the capabilities of a piecard, because shipping for years in one department usually teaches the man the score on any beef that may arise.

Things have been humming along fairly well with the Branch here since installing a new system on the sixth floor, so that we have the proper amount of men working in the Dispatcher's office to handle the terrific amount of shipping done.

Something else too—this Port is so large that just handling the mail alone is practically a full time job. As she sets now, everything is well in the middle of the road and the Branch is never swamped under, regardless of the amount of shipping and business. We are very fortunate, too, to have a Dispatcher with the experience and ability of Paul Gonsorichick — he really knows his business, and always has the situations, whatever they may be, well in hand.

Quite a few of the old-timers are drifting in here recently from all Ports. It seems good to see some of them after so long a time because all of us know they are of a vanishing breed, and it looks as though, before this War is over, there will be a lot less of the old originals around than there is even now.

Ballotting started Monday night for the resolutions and constitutional amendments and it got off with a bang. After the first day of voting, it appears as

though New York may set a record for a total number of ballots cast on one occasion.

This heavy voting is always a good sign because we all know that it indicates an interest in the Organization and its welfare by

the membership, and that's just what it's going to take, and lots of it, for us to survive the post-war fight against the shipowners. **YOURS FOR A HIGHER WAR BONUS,**

PAUL HALL, Agent

MWEB Is Mute On Restoring Bonuses

(Continued from Page 1)

tion of Masters, Mates, and Pilots, AF of L, went down the line 100% supporting the position of the SIU-SUP on the issue of immediately restoring the drastic bonus slashes.

Samuel J. Hogan, President of MEBA, CIO, although instructed by his West Coast locals of that Association to go down the line 100% with the SIU-SUP and MMP position, went on record with the reservation that he personally favored the continuation of the board.

The NMU's CIO spokesman, Joe Curran, wrapped the American flag around himself and attempted to sabotage the wishes of the American seamen. He emphatically stated that the cut of the bonuses was a trivial matter and his organization was not concerned with the restoration of bonuses for seamen.

He stated that the NMU was unreservedly and unequivocally supporting the continuation of the MWEB and the decisions.

Curran further declared that there were chaotic conditions in the industry prior to the war and the issues of bonuses and the creation of the MWEB.

It is evidenced that the NMU has not supported any bonuses for seamen since the inception of war in Europe.

It is the opinion of the AF of L leaders that the NMU's position is the same as the shipowner's and a misrepresentation of Unionism.

It is the further considered opinion of the leaders of the AF of L organizations that the continuous sell-out position of the NMU officials in commending and endorsing the MWEB's decisions cutting the bonuses not only jeopardizes the entire bonus structures but also endangers the conditions and wages won by years of struggle through the real Union seamen's efforts.

While the NMU has never fought for any war bonuses they have accepted the gains brought into force by the AF of L organizations and have attempted to claim credit for such gains in their publications.

The Marine Cooks & Stewards

referendum as well as being contingent upon the passage of a building assessment on the same referendum ballot.

Voting started this week. If we want to progress and have our Union hiring halls in good shape we will bring about good conditions ashore as we would aboard a ship. Conditions, without interference of Landlords, etc. We will vote YES for the Building Assessment resolution and the resolutions for buying our own Union halls in New York and Tampa.

of the Pacific, CIO, represented by Nat Jacobsen and their Baltimore representative, also went down the line with the NMU's position, even though they were not interested enough to have their accredited signatory to the Statement of Principles present.

The American Communications Ass'n., CIO, represented by Harry Morgan, also supported the position of the NMU's officials.

Following the lead of Curran of the NMU, Vincent Malone, Sec'y of the Marine Firemen, Oilers, Watertenders and Wipers Ass'n (Independent) of the Pacific, endorsed the NMU's position and commended the Fascist actions of the Board by declaring the Board had settled the chaos created by his own members in demanding bonus increases.

Mrs. John F. Collins, whose husband is a signatory to the Statement of Principles, but is now serving in the armed forces, representing the Esso Tankermen's Ass'n, supported the position of the AF of L.

Like the AF of L organizations, her organization has repeatedly had the occasion to complain against the manner of the MWEB and its assumption of authority in issuing directives which have compelled members of the organizations she represents to accept reductions of war bonuses which had been gained through collective bargaining processes.

Her stand exposed the NMU's officials completely and revealed them playing the shipowner's role.

President Lundeberg of the SIU denounced the Hitler-like actions of the MWEB and its Fascist decisions cutting the seamen's earnings and compared them with the tactics of the Nazi government.

"That's what Hitler does," he said, and continued to show that the American seamen want no such Hitler-like labor high-handedness as members of the MWEB and the NMU would like to create.

Until the Board restores the bonuses they have cut, the AF of L organizations refuse to recognize the MWEB, officers of the Unions asserted.

"The SIU's efforts to solve this dispute do not affect the actual prosecution of the war," officials of the SIU declared, "for the members of the AF of L unions in the marine industry have shown that they sail and man the ships and will continue to sail them despite the hints of the CIO's NMU to the contrary.

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Money Due

Again proving that disputed overtime is not lost if it is backed up by the facts, the New York branch went to bat last week and hung up an all-time record by collecting more than \$3,000 worth of disputed overtime in four days.

More than 150 men benefited in the hard-hitting action that fought these beefs through to a conclusion.

The record is especially impressive because it was made by the entire force of patrolmen in their spare time apart from paying off and other duties; and because the work was done over the week end, a notoriously poor time for bringing about settlements at company offices. The beefs were handled from 2 p.m. Friday through Monday morning.

In all cases these beefs were refused as "no good" by company representatives at the pay-offs.

So hard did the patrolmen work on this overtime that on Saturday afternoon there were six of them in the Calmar office at one time. According to a company official it looked "like an SIU convention." But the patrolmen backed their claims with the proof and not a claim was lost.

New York agent Paul Hall, credited the record-breaking collection to the persistence of the patrolmen, who were working on their own time, and to the co-operation of the men involved. "To collect beefs you've got to have the facts," he said, "The men gave us a complete history of the disputed time and we did the rest."

Highest single amount went to D. Davila of the Benjamin Bourne, Mississippi Liberty, with 90 hours. Other amounts varied from that to \$1.00, due each man on the Bourne for launch service in Suez.

W. Scarlett and C. Morgan, messmen on the Lawton B. Evans each benefited by \$87.50 in a division of wages for a missing utility man. All hands on the Cape Faro received an hour for handling slop chest stores.

Although larger sums have been collected at the New York office, this is a record for such a large number of beefs over such a short time.

The results of the settlements are listed here, below:

SS THOMAS SULLY: K. Kar-powitz, A.B., \$10.07; E. Blanco, A.B., \$18.80; R. Nichols, O.S., \$13.77; W. Jones, O.S., \$1.34; A. Rice, O.S., \$7.09; D. Walker, A.B., \$24.61; J. Presnell, A.B., \$5.70; J. Burress, Oiler, \$2.69; W. Smith, Oiler, \$13.43; S. Kuleska, F.W., \$1.34; M. Swain, F.W., \$2.69.
Collect at company's office.

SS WM. MOULTRIE: Harold Fenton, 32 hrs; J. Baszin, 32 hrs; R. Denzak, 56 hrs; K. Lundeberg, 56 hrs; J. Fabiski, 56 hrs; L. Franken, 32 hrs; A. Bondotchez, 32 hrs; A. Madigas, 32 hrs.
Collect Wednesday at Company's office.

SS COLLABER: Graves and Tages have division of wages due for 15 days; Tages collect 3 hours overtime. L. Hoth has 4 hours due.
Collect at company's office.

SS JAMES EMERY: Shaffer, 30 hours; Stone, 64 hrs; Henleg, 87 hrs; Battles, 81 hrs. Paid off in Norfolk.
Collect at company's office.

SS WM. PEPPER: Gale Silcox, 27 hours; Forrest Bice 27 hours.
Collect at company's office.

SS B. BOURNE: C. Immediato, O.S., 3 hours; C. E. Thiede, O.S., 8 hours; H. Taylor, Dk. Eng., 10 hours; D. Davila, F.M., 90 hours; C. E. Farley, Oiler, 49 hours.
All hands have one dollar coming for boat hire in Suez.
Collect at company's office.

SS LAFTON B. EVANS: All hands have \$2.00 lodging money coming, also 50 cents cab money.
Wm. Bryant has 2 hours overtime coming for 3rd mate painting Saturday afternoon in Wheelhouse.
Collect at company's office.

SS JAMES WAYNE: Paid off in Baltimore. Samuel Griffin has \$67.20 coming.
Collect at company's office.

SS LAWTON B. EVANS: Wm. Scarlett and C. Morgan have \$87.50 each coming for division of wages for missing night man.
Collect at company's office.

SS BETHMORE: Dimpler, \$37.15; Pickels, \$37.15; Bochrowszcz, \$37.15; Buetner, \$27.15; W. Murray, \$8.06; D. Mueller, \$8.06; G. Lamothe, \$6.71; D. Chenoweth, \$18.80.
Collect at company's office.

SS COLLABEE: 307 hours, all o.k. o be divided. Division of extra meals: Rousseau, 72 hours DeSaullens, 70 hours; Maucino, 85 hours; Manifko, 80 hours.
Collect at company's office.

SS R. M. JOHNSON: E. R. Lyons, 12 hours; W. C. Donohue, 12 hours; O. S. Clark, 12 hours; L. Graham, 4 hours; J. W. Riley, 4 hours; W. N. Broyles, 4 hours; C. J. Miller, 4 hours; L. E. Wood, 12 hours.
All these men have this amount in addition to 20 hours each already paid to each man.
Collect at company's office.

SS DOROTHY BULL: Stewards' Dept. has 102 hours total coming, to be divided between men involved—H. Estwick, 21 hours; C. Blackland, 20 hours; O. Roberts, 20 hours; T. Vigo, 20½ hours; R. Barbian, 20½ hours.
Collect at company's office.

SS CAPE FARO: Paid off June 3, 1944. All hands have 1 hour coming for bringing slop chest stores on board.
Collect at company's office.

SS FLOMAR: LaBohos, 12 hours; Gregory, 66 hours; D. Maries, 66 hours.
Collect at company's office.

SS C. B. LENNON: Correction on last week's LOG's "Money Due." W. A. Synis has 60 hours coming instead of 6 as printed.
Collect at company's office.

SS B. WILLIAMS: G. G. Smith, 4 hours; H. Peffer, 4 hours; J. Paulier, 6 hours; J. A. Sullivan, 2 hours.
Collect at company's office.

Collect at company's office.
SS WM. PACA: Paid off in Boston. Joseph Lamorault can collect 25½ hours. Is being sent to New Orleans Hall.

SS PHILIP F. THOMAS: Paul Lysk, \$67; W. P. Sprers, \$13.43; F. Cappe, \$12.76; J. G. Hayes, \$18.80; B. Welzel, \$27.20; A. Barra, \$16.12; C. Commillierrie, \$8.06; A. Stuart, \$12.42; W. Doyle, \$4.36; R. Williams, \$9.74; C. Paul, \$10.41.
Collect at company's office.

SS THOMAS B. REED: Kennally Chief Cook and Daugherty M.M., 480 meals to be divided between the above men.
Collect at company's office.

SS FLOMAR: R. Gibson, \$3.36; A. Duarte, \$4.03; E. G. Freeman, \$5.37; W. Copeland, \$2.01.
Collect at company's office.

SS EDW. SPARROW: Voyage 3 — W. Greene, \$10.74; Wm. Vaughn, \$10.19; B. Bryant, \$10.66.
Collect at company's office.

SS J. T. HOLT: Voyage 2 — W. Paulsen, \$10.42; Geo. Simoneau, \$9.40; John Boehm, \$7.39; Al Lavoie, \$9.73; John Merkel, \$22.16; E. Fontanie, \$6.39; J. Wendler, 6.71; W. Funk, \$18.80; C. Tarpey, \$42.78; R. Hartnett, \$49.57; H. Sykes, \$18.84; J. Ward, \$2.01; G. Kelly, \$71.83.
Collect at company's office.

SS J. W. DAVIS: E. J. Basham, 1 hour; L. M. Cooper, 1 hour; T. Logg, 7 hours; R. Rivette, 49 hours; R. Kobervig, 29 hours; J. T. Lindsay, 5 hours.
Collect at company's office.

The following men who made the past trip on the SS JOHN GORRIE, a South Atlantic SS Co. ship can collect the money that is due them from disputed overtime and divided pay at the office in New York.

Bos'n Thomas O'Rourke, \$31.48; Dk-Main M. P. Meiser, \$1.42; A.B. Raymond Schultz, \$2.13; A.B. Eleferois Elies, \$6.75; A.B. Ronald Ambers, \$50.02; A.B. Wm. S. Ney, \$22.24; A.B. T. L. Lazenby, \$46.14; O.S. H. Sedler, \$10.66; O.S. E. Buskens, \$16.55; O.S. Fred Newcity, \$4.98, (paid off in Naples); Oiler, Leroy Thompson, \$71; Oiler, Leopold Pellitier, \$2.13; FW Allan Stewart, \$8.53; Wiper, David Smart, \$71.

Honor Roll

SS T. J. Jackson	\$78.00
Crew of SS Wm. Harper	25.00
SS Richard Pearson	14.00
SS Robert La Folette	13.50
Robert M. Peel	10.00
SS Henry Dearborn	10.00
J Lee	10.00
SS M. B. Lamar	9.00
Charley Newbury	5.00
A. R. Gideon	4.32
Willie L. Dudley	2.00
M. J. Langlies	2.00
A. Magdirda	1.00
C. P. Benway	1.00
TOTAL	\$184.82

Protect Both America and Your Money by Investing It in War Bonds.

NMU's Flight Into Unionism Has Failed Seaman Declares

Before me lies a document meriting comment in the spirit of the Immortal Omar — "The Worldly Hope men set their Hearts upon—Turns Ashes, or it prospers—and anon, Like Snow upon the desert's dusty face, Lighting a little hour or two—is gone."

I refer to the monumental fallacy, the NMU Constitution. Today, this document has no meaning in the light of developments under the Communist leadership of that ill-starred "Union?" It is as dead as King Tutenkamen.

The title National Maritime Union is also based upon false promises. Ambitiously, it was so called when the "Union" was founded and confined to East Coast ports. The word National represented that great intangible factor of quantity X.

Based on the assumption that the word could be used because NMU "contract" ships called at West Coast ports, the proper name of the NMU, by the same measurement and the known connections of the CP leaders with the Communist International, should have been The Communist International's Seamen's Union. That would have been correct in every sense of the word; especially political.

The NMU is an east coast Union. Its claims to recognition as a National Maritime Union are invalid. The West Coast was organized many decades before the NMU was born. The entry of the NMU on the West Coast constituted a raiding movement and was so recognized, even by the Marine Cooks & Stewards of the Pacific, a sister CIO Union.

In spite of pretensions the NMU is still an East Coast Union, and is so defined by the Maritime Commission and Rear Admiral Emory S. Land's decision defining the sphere of operations and jurisdiction as regards new tonnage.

The unilateral and independent nature of the NMU activities on the West Coast, the Lakes, wherever they operate, stamps it as a wrecking crew against all established bona-fide Unions in these areas. The NMU is a maverick in the Trade Union movement.

Bona-fide? No. Cooperating with the Unions in all areas on a brotherly and equal basis? No.

Its presence is a threat to genuine and established Unions in the industry through their rule or ruin policies.

Failure has been their lot since their "Constitution" was mounted. The Lakes! Rivers! Harbors! Colliers! Standard Oil tankers! West Coast! and even their raids on the Shipyard Workers — all failures!

In the PREAMBLE, the word Seamen or Seaman is left out. The membership is called the "workers." Can it be that they foresaw a "Union" held up by needletrade Communists, button-hole makers, cafeteria workers, shore gang "Bosuns", etc? This is probable as they need them to pack their controlled meetings.

The word "Seamen" is out. That they contemplated organ-

izing everyone in the port cities as members of the NMU can be seen by Clause 3 of Article 1, entitled Objectives. Membership "shall include anyone directly or INDIRECTLY connected with the INDUSTRY."

Ah, Brothers, think of this and ponder deep. Your waterfront barber? Into the NMU.

The Hot dog man in front of the docks? Into the NMU, etc.

(Continued on Page 4)

Barge Radio-Telephone Is Successful

Believed to be the first barge on the Great Lakes to have a radio-telephone installed, the Smeaton of the Buckeye Steamship Co. reported that the new communication set-up is proving highly satisfactory for contact between the barge and its towing steamer.

The captains on the barge and steamer can discuss weather and wind conditions and lay plans for the ship to pick up the towline as well as co-ordinate operations much better than by whistle signals, in time of fog, it was said by the company. It is believed more barges on the Great Lakes will be equipped with such sets. Shore range equipment only is required.

Mobile Central Trades Council Supports SIU Fight To Aid Aliens

MOBILE, Ala.—Supporting the movement to reward alien seamen servicing American ships during the war, the Mobile Central Council of the American Federation of Labor has joined with the AF of L seamen's unions in demanding American citizenships for aliens sailing American vessels.

In a resolution calling upon Congress to grant to aliens in the merchant marine the same privileges extended to aliens serving in the armed forces, the Mobile Central Trades Council declared:

"After an alien has served in our armed forces for a period of three months or more he is entitled to obtain citizenship. This should apply equally to those foreign-born seamen who have risked their all taking the materials of war to the fighting fronts. Many of these foreign seamen are from maritime unions that have been overrun and their ships are now at the bottom of the sea."

Pushing its resolution into action, the Mobile Council asked Alabama's Senator Lister Hill and Congressman Frank Boykin to introduce into the House and Senate such enabling legislation necessary to make this possible.

The Seafarers International Union adopted in the recent New Orleans convention a resolution favoring bestowal of citizenship privileges on foreign seamen sailing American ships for one year during the war.

NMU's Flight Into Unionism Has Failed Seaman Declares

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No one can accuse them of neglecting to organize the shipowners into the NNMU. And, as the shipowners are classified as belonging to the industry, directly and indirectly, why they belong in the NMU.

As a matter of fact they control the Union, the proof of which is the fact that the NMU CALLED A MEETING OF THE SHIPOWNERS UNDER NMU CONTRACT AT THE NMU HEADQUARTERS IN NEW YORK ON APRIL 19, 1944, and offered to turn the shipping halls over to a representative chosen by the shipowners.

Do they carry NMU Books? They don't have to as they come under the definition of candidates

for membership according to the NMU Constitution.

With all this help and with such Constitutional aides to membership the NMU is dying. Ah, Omar; But have these Commie parasites read Omar? Nay, Brothers, they trip themselves with dialectical materialism.

—Old-Time NMUer

ANTONINI TO ITALY

BOSTON — President William Green of the AF of L told the convention of the ILGWU here that a joint delegation representing the AF of L and the British Trades Union Congress is being sent to Italy to aid in the rebuilding and maintenance of a democratic trade union movement in that country.

SIU Member Sets Up Record For Saving Lives

(Continued from Page 1)

ently ignored two life preservers thrown him. Carroll said he leaped into the water after Norriss had signaled that he was unable to bring Maroney to the ships ladder, where other members of the crew aided them.

"Maroney and Norriss were taken to the State St. Hospital in the police ambulance. Norriss was discharged late in the afternoon and returned aboard ship, but attaches said that Maroney would remain hospitalized for several days for observation."

Union Members Up-grading In Schools Is Urged

An opportunity for you ordinaries!

The WSA is calling for more ABs and their training program for 1944 calls for a total of 7,810 ordinary seamen to be up-graded to AB to alleviate the shortages in this rating. Up-grading schools for ABs located on the East Coast are at Pier 73, East River, New York, N. Y., Baltimore, Md., and at New Orleans, La.

The government pays you while you go to school.

Zip the Lips and SAVE THE SHIPS!

The Well Known Game

When Stalin's slaves embrace you,
And whisper "world to gain,"
Forget the whisper and the words,
And grab your watch and chain.

When they would "liberate you"
And for the poor they groan,
Know that their object is juicy steaks
While leaving you the bone.

When they weep about "democracy"
"All's wrong in this, our Land,"
Why simply point to Russia,
I'm sure they'll understand.

When they shout about "true Freedom,"
And rights of rank and file
It's just pure Browder moonshine
And clever "Marxist" guile.

When they rant about "a better world"
No doubt you will agree,
But do the Stalinists clamor
To sail the ships at sea?

When they speak in name of workers,
Their needs on earth below,
Think! did you see a Stalinist toil
In hard work strike a blow?

Their game is old as earth itself
The slaves and Master Class,
Enforced by bullet and prison cell,
By terror of the masses.

The words they coin to deceive you,
And bend you to their end,
Are but the cries of demagogues
The veil that Truth shall rend!

When Stalin's slaves embrace you
With slogans from the "brain,"
Just take your eyes from rosy clouds,
And swallow watch and chain.

Top 'n Lift.

!! Washington Flash!!

WASHINGTON, D. C., June 8—Following up the policy of the AF of L against the demonstrated by the Maritime War Emergency Board, John Hawk, Sec'y-Treas. of the Atlantic and Gulf District, tonight advised all agents and patrolmen of this district by wire of the SIU's refusal to continue to recognize the Maritime War Emergency Board as it is presently constituted.

Text of the telegram follows:

At a meeting of the Maritime War Emergency Board held June 6, at Washington, D. C., the Seafarers International Union's representatives following the instructions of the membership went on record not to recognize this board any further, because of their refusal to restore the war bonuses that they cut illegally to be effective April 1, 1944, (NINETEEN HUNDRED AND FORTY-FOUR).

Because of the position taken by the International Union all agents and patrolmen are instructed not to forward any more disputes of any nature whatsoever to the Maritime War Emergency Board.

In the future all disputes of any nature pertaining to bonuses, attack bonuses, etc., are to be forwarded directly to the Secretary-Treasurer's office and a copy to Matthew Dushane at Washington.

(signed)

JOHN HAWK,
Secretary-Treasurer.

MWEB Is Mute On Restoring Bonuses

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"The AF of L seamen have always been loyal Americans and are Union men and will remain such, which Curran, Myers, and other NMU officials definitely have not been," we pointed out, and, "we recall only too vividly when they and many others of the Communist ilk were picketing the White House and screeching 'The Yanks Are Not Coming,' and 'Roosevelt is a war-monger,'

etc. But we know that was during the Hitler-Stalin bedroom job which ended in the June 21, 1941 divorce."

The same divorce also ended any concerted effort of the CIO's maritime groups to get any conditions, wages or bonuses for the seamen, AF of L authorities say further: "Such has been the continual betrayal of the seamen by the NMU officials since Russia got into the war."

The upshot of the meeting was the resignation of Dr. John R. Steelman, who declared that he would not remain a member of the Board until it straightened out its present structure.

The matter now rests with the legal department of the American Federation of Labor and the fight for better bonuses will continue.

New York Hall To Be Open Longer Hours

The dispatching hall in the Port of New York is to be open for longer hours than formerly, it was reported at the meeting last Monday night.

The hours, hereafter, for dispatching of Union Brothers to jobs will be from 8 A.M. to 9 P.M. on week days, Monday through Saturday, and from 10 A.M. until 6 P.M. on Sundays.

The step was taken to protect many of the Union Brothers' jobs and afford them greater service during the coming period. Agents of the other Branches have also been requested to post this notice on their bulletin boards.

This year Great Britain will get between 150 and 200 ships built in American yards under lease-lend. They will all carry the prefix "Ocean" to their name and can thus be told the world over as America's contribution to Britain's war-time merchant navy.

Seamen Warned On Draft

The following communication re: Selective Service was received:

April 5, 1944

"John Hawk,
"Roosevelt Hotel,
"New Orleans, La.

"General tightening of regulations of Selective Service system has resulted in increased losses to seagoing manpower to draft can be prevented in almost all cases if seamen make certain WSA 61 is completed at beginning and termination of each period aboard vessel. Urge your members to make certain that this is done at our request. General Hershey has exempted active seamen from preinduction physical examination, normally required of men under twenty-six. Seamen should be advised to deal with local board through RMO on any questions that may rise. Request

for extension of allowable time ashore must be kept to minimum. Will you notify your members of this wire?

"H. Chase Stone, WSA."

There it is Brothers!

Shore time allowed on your pink slip from the RMO—form WSA 61—can only be extended by the RMO — and with their permission — for extraordinary circumstances such as sickness, hospitalization, sitting for a license or going to up-grading school, etc.

Demand that the supercargo or purser, (who are the Captain's clerks), fill out the white card before you sail. Also demand and get your pink card before you leave the ship when you pay off in an American port.

Failure to comply may find you in the Army Brothers!

Keep Up With Your Draft Board Before It Keeps Up With You! (3)



AFL shipyard workers shatter the all-time world record for launching a ship's hull, any size, at the Concrete Ship Constructors yard in National City, Calif. The army lighter "Tungsten" was launched exactly six days and four hours after her keel was laid. (Federated Pictures)