

SECURITY
IN
UNITY

SEAFARERS LOG

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



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446

No. 10

WAR BONUS BOOSTED TO \$60 PER MONTH

Attempt to Smear SIU Crew In Naval Reserve Drive

NEW ORLEANS, May 20, 1941. — The papers here in New Orleans have printed some unfavorable dope regarding The Seafarers' International Union, in connection with some prankster who took a notion to paint one or more swastikas in the paint locker of the S.S. Delargentino. This brought on an attack in the press to the effect that the Union had interfered with attempts of a navy officer to enlist the crew as members of the navy's merchant marine reserve.

We wrote the following letter yesterday, to the Associated Press Office here in New Orleans:

"Regarding the story in today's paper about the Swastika being painted aboard the Steamship Delargentino, Lieutenant Bland of the Navy, who was doing the recruiting aboard the ship, states that a floating delegate of the American Federation of Labor broke up a meeting and stopped the unlicensed personnel from joining the Naval Reserve.

"There has, at no time, been any delegate of the Seafarers' International Union, interfering with any officer of the navy aboard any vessel. If the members of the crew ask the delegates what

to do, they are told that it is strictly up to the men themselves. Lieutenant Bland asked the Acting Agent if he had any objections to his interviewing the members of the crew. He was told that was between him and the men.

"At the time of paying off, the Lieutenant sat with the Company Officials and interviewed each man personally.

"The May 4th issue of the Washington Daily News carried a story in which our International President, Harry Lundeberg, stated the viewpoint of the members of our organization. This is in no manner Fascist, Nazi or Communist, but just plain American.

"The stand of the Sailors' Union of the Pacific (parent organization)

(Continued on Page 2)

Colonial Crews Get \$12.50 Pay Raise Per Month

Renewing the agreement with the Seafarers' International Union of North America this week, the Colonial Steamship Co. agreed to a flat \$12.50 monthly raise in basic pay for all unlicensed personnel, the chief demand made by the Union's negotiators. The raise brings wages on Colonial ships on a par with the scale of pay which has become standard on all SIU ships.

In addition to the wage increase, the Company also granted a number of other concessions requested by the Union. Most important among them was a two weeks' vacation every year or a trip off every month with pay for each seaman. The choice is optional with the seaman. The trip off proposition is not cumulative, but begins within 30 days after an SIU man ships on a Colonial vessel.

MEBA Lines Hold Tight As Curran & Co. Continue to Fink

Marine Engineers' Benevolent Association picket lines at the American Export docks held tight as Curran continued with his policy to fink on his fellow CIO unionists among the engineers. Latest to come in was the M.S. Exbrook of the Export Line. The MEBA reported that the engineers walked off her to a man.

In protest against "No Coffee Time's" scabberding, the New York local of the MEBA, No. 33, pulled out of the New York City CIO Industrial Council last week. Curran is the president of that

SIU Demands Minimum of \$75 Additional for Suez; \$45 Each For Other Red Sea, Persian Ports

In bonus agreements signed with the Waterman Steamship Co., the Robin Line and Bernstein Shipping Co., the Seafarers' International Union obtained a general boost in bonus pay from fifty dollars to sixty dollars per month on African and Far Eastern war zone runs, with special stipulations calling for additional pay per port if a ship touches the ports of Suez and any other port in the Red Sea or the Persian Gulf.

Negotiations on the exact amount to be paid for Suez and the other ports are still in process, with the Union demanding a minimum of \$75 for Suez and \$45 for each of the others.

The bonus agreements were reopened when the President declared the Red Sea open to American shipping recently and after the rulers of Nazi Germany had declared that they would consider the Red Sea a war zone and undertake a blockade of it.

May Be Reopened

All bonus agreements also call for a provision requiring that each unlicensed seaman be insured for \$5,000 on these runs. In the case of a decision by Congress to convoy ships into the war zones, reopening of all these agreements for additional increases is provided for.

While the SIU obtained these increases by negotiation and with precedents of militant action as a source of pressure, the Stalinite-run NMU officialdom could secure these same improvements only at the price of scabbing on their fellow CIO unionists in the Marine Engineers Export Line.

Judas Gets "Just Deserts"

Interestingly enough, the labor-hating "Journal of Commerce" comments on the bonus increases given the NMU as part of their sell-out of the MEBA strikers under the favorable heading "Just Deserts."

A.F. of L. Heads Rap Vicious Vinson Bill

With the Vinson Bill, calling for 25 days' compulsory "cooling-off" periods before Unions can call strikes, due for hearings this week, President William Green and Secretary-Treasurer George Meany of the American Federation of Labor denounced the measure as a "Hitler way" of dealing with American labor.

The Vinson Bill also calls for "freezing" the closed shop as well as the open shop in plants where they exist. This means that it would be virtually criminal for a Union to get a closed shop agreement with a company that is at present unorganized. It has also been pointed out that companies under the closed shop could reorganize as a new corporation with open shop conditions prevailing, thus using this measure to the full as a union-busting weapon.

President Green declared that the Bill is "founded on the principle that American workers can be made to work against their will."

Brother Meany said: "We'd be against such a compulsory cooling-off" period even if it were only for ten minutes. If Congress can compel our people to work for twenty-five days against their will, then they can compel them to work for twenty-five months or twenty-five years."

"We can get forced labor and this kind of a bill," he continued, "from Hitler without undergoing the cost and expense of the defense program."

Attacks against the Bill mounted in labor, Congressional and Government circles, the A. F. of L. reports from Washington.

ATTENTION! HENRY KEARNS

Get in touch with your brother John L. Kearns at 916 North 16th Street, Philadelphia, Pa. Very important.

Union Blasts Bill to Continue Phoney Maritime Labor Board

Brothers John Hawk and Morris Weisberger represented the Seafarers International Union of North America and the Sailors Union of the Pacific at hearings held last week before the Senate Committee on Commerce, Sub-Committee on Merchant Marine, concerning a bill, H.R. 4107, which proposes to continue the agency known as the Maritime Labor Board. In briefs presented in writing as well as in speeches at the hearings on May 14, the Union's representatives blasted the bill as wasteful of the taxpayers' money and presenting an unnecessary obstacle to harmonious relations in the maritime industry. Only the Joe "No Coffee Time" Curran-Harry Bridges combination supported the claims of the three-man Maritime Labor Board in its contention that it was necessary to be continued in existence.

In a letter addressed to the Senate committee, Brother Harry Lundeberg, Acting

President of the SIU, pointed out that on the West Coast the accredited agents of this alleged government board went up and down the coast working hand in glove with the CIO maritime officials to the detriment of the A. F. L. organizations in the industry.

They flaunted their partiality to the Bridges-Curran outfit so openly that it is a matter of public knowledge that these alleged government representatives traveled together and even slept in

(Continued on Page 2)

NOTICE

A new Post Office Box has been secured and it is Box 25, Station P, New York City.

However, the old Box, No. 522, Church Street Annex, is still open and will remain so until its rental runs out on June 30, 1941.

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

Affiliated with the American Federation of Labor

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What's Behind

The Delargentina Case

In a monstrous attempt to smear the Seafarers' International Union of North America with the brush of "subversiveness," Captain John F. Shafroth, United States Navy, has charged that a representative of the Union on the S.S. Delargentina at New Orleans "told the men not to talk anyone about the Naval Reserve."

Captain Shafroth, director of the Naval Reserve Division of the Bureau of Navigation, implied that the Union was interfering with recruitment for his department of the services and furthermore claimed that "German sympathizers" were involved on the basis of the alleged fact that "three swastikas were found painted in the storerooms of the ship."

A. W. Armstrong, New Orleans Agent of the SIU, immediately challenged the contentions made in this whole smelly affair.

What the brass hats are up to in this case, which has all the earmarks of a crude frame-up, becomes apparent from other information at hand. They need "facts" made to order.

For, it has become known that the notorious Carl Vinson, Chairman of the House Naval Affairs Committee and father of the infamous "cooling-off" bill, is sponsoring another measure which would "make it unlawful to interfere with recruiting for the Navy in time of peace."

Hearings on this latest piece of vicious Vinsonian anti-labor legislation are supposed to open this week. The case of the Delargentina is obviously cut to fit this measure as "testimony" and indeed, as was to be expected, the Naval Affairs Committee has ordered an investigation of the case!

According to an announcement in the press, the crew members of the Delargentina are to be subpoenaed when the vessel returns from South America and—here is the rub—"AN EFFORT WILL BE MADE TO DISCOVER WHY FEWER THAN 1,000 OF THE 50,000 AMERICAN SEAMEN HAVE JOINED THE NAVAL RESERVE."

There is the real reason behind the big to-do on the Delargentina! The brass hats and their reactionary colleagues in Congress are worried about the lack of enthusiasm of American seamen for the Naval Reserve. And they are going to investigate what "subversive" force is behind this lack of enthusiasm. But that hardly needs an investigation.

The reason is plain as day to any man acquainted with conditions in the merchant marine and their counterpart in the Naval Reserve. As Brother Armstrong put it in his statement to the press:

"The Naval Reserve can blame the WAGE SCALE for the lack of recruits!"

The scabby wage scale and the non-union working conditions—that's the "subversive" force that prevents recruitment for the Naval Reserve. The brass hats need look no further than their noses to discover it!

Incidentally, it is highly significant that the SIU is picked on as the goat for this "subversiveness" drive, while the NMU, whose leadership has been exposed a hundred times over again as stooges of the Communist Party under direct orders of Moustache Joe Stalin, gets only pats on the back from the shipowners and their press. Is there a move ahead to "appease" Moustache Joe again with the aim of an alliance? Is that kind of phoney politics to be played at the expense of the American seamen who exercise their democratic rights in the SIU?

The SIU has no use for the totalitarian dictators and has made that stand known more than once, both in word and in action. It has fought what Bloody Joe of the Kremlin stands for since its inception. It has been and is just as determined to wipe out Bloody Adolph and his Nazis.

If any Nazi stooge, or perhaps a plant of the shipowners and their agents, managed to smuggle aboard the Delargentina to paint those swastikas, naturally he should be found, exposed and dealt with accordingly. But such an incident can hardly be used as an excuse to incriminate a whole crew of American seamen. That's altogether too flimsy a pretext!

The SIU will not allow any alleged drive against "subversive elements" in the Merchant Marine to be used by the Brass Hats as a means to regiment free-born American seamen nor will American seamen give up their inalienable right to free speech and free assembly.

We know and we say that if recruitment for the Naval Reserve has been a failure, it is due to the fact that American seamen, who have fought hard to win Union wages and Union conditions, and often shed their blood in this fight, cannot reconcile themselves to what organized merchant seamen regard as scab wages and non-union working conditions, at present in force on auxiliaries and transports under the Naval authorities.

The remedy lies not in Vinson's witch hunts, but in bringing wages and conditions in the Naval Reserve on a par with the Union standards established in the Merchant Marine!

More About

Try to Smear SIU Crew in Drive of Naval Reserve

(Continued from Page 1)

zation of the Seafarers' International Union of North America) is too well-known to need enlarging upon here. They have been and are opposed to all 'isms' other than Americanism.

"The Naval Reserve can blame the wage-scale offered for the lack of recruits. It took seven long years to raise the seamen's wages to the American standard existing at present. By joining the Naval Reserve the seamen would relinquish the gains they have made during the last seven years. To compare just a few, an apprentice seaman under the Reserve earns \$21.00 per month; under the Union, \$50.00. A second class seaman under the Reserve earns \$36.00 per month; under the Union, \$77.50. A first class seaman under the Naval Reserve earns \$54.50 per month; under the Union, from \$90.00 to \$107.50. The Union figures quoted herein do not include overtime earned by Union members, which is not obtainable in the Naval Reserve."

This attack is in line with the legislation attempted to dog collar and subjugate the seamen in the last few years. It was no doubt sired by the same brains.

—A. W. Armstrong, SIU Agent

Daniel Ring, Regional Director, NLRB, has sent the following telegram to Philip F. King, U.S. Maritime Commission, Washington, D.C., for release to the papers:

"CONFERRED WITH A. W. ARMSTRONG, AGENT FOR SIU, NEW ORLEANS, AND OTHER OFFICIALS WITH FOLLOWING RESULTS: 1. IMMEDIATE AND FORMAL INVESTIGATION UNDER WAY BY SIU INTO CHARGES THAT COVY BLASPHEMED GOVERNMENT AND NAVY. FULL OPPORTUNITY TO BE PRESENTED TO LIEUT. BLAND TO GIVE FULL FACTS TO INVESTIGATING BODY. 2. OFFICIAL ANNOUNCEMENT IS MADE BY SIU THAT ANYONE FOUND GUILTY OF BLASPHEMING GOVERNMENT OR NAVY IS IN VIOLATION OF OBLIGATION TAKEN BY ALL MEMBERS, AND UPON SUCH A FINDING BY UNION INVESTIGATING BODY FACES LOSS OF MEMBERSHIP. 3. INVESTIGATION WILL ALSO BE MADE TO ASCERTAIN WHETHER ANY SIU MEMBER HAD ANY CONNECTION WITH PAINTING SWASTIKAS ON DELTARGENTINO. 4. SIU POINTS TO FACT OF CLOSE COOPERATION WITH RECENT MARITIME COMMISSION CONFERENCE ON SHORTAGE OF SEAMEN AND OTHER STEPS INCLUDING FIGHT AGAINST REDS AND NAZIS AS BEST EVIDENCE OF THEIR WHOLEHEARTED RESPECT FOR AND LOYALTY TO GOVERNMENT. 5. ARMSTRONG OFFICIALLY ANNOUNCES FURTHER THAT UNION HAS NEVER AUTHORIZED ANYONE TO PLACE IMPEDIMENTS IN THE WAY OF NAVAL RESERVE RECRUITING FEELING THAT MATTER IS PURELY A PERSONAL ONE FOR MEMBERS IN WHICH THE UNION AS SUCH HAS NO PART. WILL ADVISE OF DEVELOPMENTS.

(Signed) DANIEL S. RING
Div. Director.

More About

Union Blasts Bill to Continue Phoney Maritime Labor Board

(Continued from Page 1)

the same hotels up and down the coast with Harry Bridges and Matt Mehan, CIO longshoremen's official.

In return for such services, the Lundeborg statement charges, Curran-Bridges and their henchmen have undertaken to sing the praises of this Board, going so far as to deliberately create labor disturbances (some of which Dr. Bloch, chairman of the Board, cites as having been settled by his board to their "credit") in order to be able to call on Dr. Bloch, so the Maritime Labor Board could make a record for itself and get established.

Services Not Needed

One of the claims of this phoney board, Brother Weisberger pointed out in speaking at the hearings, is that it has been and is such a factor of stability in the maritime industry that the industry would practically fold up if the board were discontinued. In reality, Brother Weisberger continued, more than 7/8 of the marine industry have clauses in their contracts which require the services of the Conciliation Service of the Labor Department and completely ignore the Maritime Labor Board.

Far from being a stabilizing influence in the industry, the continuation of the Board would only serve to create confusion as well as unnecessary duplication of work and, most important, serious disturbances due to the proved CIO-partiality shown by its members.

An agency representing the public in this industry is necessary, Weisberger agreed. But, such an agency, in order to be effective, has to have the confidence of both labor and management. Now, both the seamen as well as the operators have no use for the Maritime Labor Board and prefer the Labor Department's Conciliation Service as the agency representing the public, since the latter has the necessary experience and the necessary impartiality. For continued progress towards harmony, H.R. 4107 should be defeated, he concluded.

Punctures Claims

Brother Hawk blasted the claims of efficiency made by the Board members in their alleged success

in settling some 152 disputes. Lundeborg had already challenged this figure as fantastic, in his written statement. Hawk stated:

"An example of the inefficiency of this Board was expressed by Dr. Bloch, a member of the Board. . . . He stated that the Robin Line gave the unlicensed personnel an increase in the war bonus to Africa, and the MEBA in turn demanded a 50 per cent bonus and the Maritime Labor Board was called in to try and settle the dispute, and it was referred to the National Mediation Board. Here I want to point out that the dispute came back to the Labor Department, who are the only body that can refer any matter to the National Mediation Board. This, in our opinion, is only an unnecessary duplication of service.

"Now I would like to call the attention of this committee that the statement made by Dr. Bloch that the Robin gave the unlicensed personnel a \$50 bonus a month going to Africa was true, but he failed to go into details as to how it came about.

Facts in Robin Beef

"As a member of the negotiating committee representing the unlicensed personnel in this dispute, I would like to tell this committee what actually took place. The SIU of NA demanded a higher bonus on vessels sailing to Africa. The Seas Shipping Co. (Robin Line) refused our demands and as it has always been our policy when we can't agree with the company to call in a conciliator from the Department of Labor, this was done immediately. The employers, the conciliator and the union sat in conference and after four and a half hours we came to a satisfactory agreement as far as all parties are concerned.

"In conclusion, our organization has no need for the Maritime Labor Board and therefore recommend that it be abolished. We intend to use the Conciliation Service of the Department of Labor as we have done in the past."

Aside from sending Hawk and Weisberger to Washington, the SIU membership flooded the Senate Committee with telegrams demanding the discontinuation of the phoney Maritime Labor Board.

SEAFARERS' LOG

Honor Roll

S.S. SEATRIN HAVANA	\$20.75
Deck Dept.—\$1.00 each: H. Winborn, W. Carpenter, F. Hennessy, F. Shimelfenig, T. Johansen, M. Knesel, F. Marquez, Brown; 75c: Wearen; 50c: Forless	\$9.25
Engine Dept.—\$1.00 each: A. Neal, R. C. Kincade, W. S. Wiscoat; 50c each: J. R. Evans, H. Killeen, S. Garcia, L. Simpson, A. Hardy, H. Nichols, D. Maycox, W.M. Padgett, L. Skinhear	\$7.50
Stewards Dept.—\$1.00: F. Williams; 50c each: R. Ylloria, B. P. Mooney, A. Garcia, G. Militar, E. Spears, H. Deck	\$4.00
S.S. ALCOA PATHFINDER	9.50
W. E. Farrell, \$4; M. M. Pehworth, \$4; C. J. Dougherty, \$1.50	
S.S. FLORIDA	18.90
S.S. RAPHAEL SEMMES	19.00
Deck Dept.	\$14.75
Engine and Stewards Dept.	4.25
S.S. ANTINOUS	16.00
\$1.00 each: C. Schultz, H. Martin, A. Hall, P. Brady, J. Flynn, P. Acree, T. Morski, L. Chilton, A. Welch, Callaghan, A. Watts, Treakle, J. Lord, A. Ayers; 50c each: O. Sjogren, O. Odinson, Joy, E. Burres	
TOTAL	\$84.15

What's Doing—

Around The Ports

PROVIDENCE

May 5, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Had a little action in Providence for a change. Paid off the S.S. Antinous with all beefs settled, and the painting and fumigating of the sailors' quarters to be started at once. It sure was a dirty hole for a man to live in.

The crew had four months and 11 days pay coming and hit the beach with plenty of dough to spend. All men paid up their dues to date.

Took all of the men here to man her. Had to call on Boston for balance of crew. The crew gave the master, Capt. Reed, a vote of confidence for his way of helping the men along.

The NESSCO men are getting a bit aroused with the fact that the Company has not agreed to give them a raise in pay with all the raises on the coast. But, all good things come to those who wait.

So, until next time.
Fraternally yours,
J. E. Lapham, Agent.

BOSTON

May 7, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping and business has been good the past week, and it is expected to continue so throughout the summer months.

So far all the replacements have been filled and Boston had an opportunity to help out the Providence Branch in sailing the S.S. Antinous. From reports and action Brother Lapham, the agent there, is doing a very good job. Our former Providence acting agent, Frank Berry, is shipping out of Providence, a good man to have around as he has quite a bit of organizing experience.

By the action of the various weekly business meetings, held on Monday, May 5, the Agents' Conference held in Washington, D. C., was a success and all concerned did a very good job.

The commie man Friday, Joe Curran, did a repeat when he allowed eight striking CIO engineers to be replaced with company union strike breakers. There must have been plenty of Green other than Bowling Green. It sure is a wonder why the union members of the NMU tolerate the flaky actions of their hollow-chested figureheads. Time will tell.

I believe that some action should be taken to inform our

NOTICE

Men on the beach at BEAUMONT, TEXAS, are advised to get in touch with W. H. Farley, Secretary of ILA Local No. 1610. Brother Farley is getting quite a number of calls for seamen and has agreed to ship SIU men to such jobs. Make sure to register with him if you are on the beach at Beaumont.

members to sail only on our agreement ships, as we have plenty of jobs at the present time.

Fraternally,
Your Boston Reporter.

MOBILE

May 8, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping continues to be very good in this port. Today we are putting a full crew on the S.S. Alcoa Partner, which has just been thoroughly reconditioned by the drydock. This ship is destined to be put on the Bauxite run to the West Indies. This leaves still another ship in the yard being reconditioned. This ship, the S.S. Alcoa Rambler is due to come out around the end of this month.

The S.S. William J. Salmon was in the past week with everything running along O. K. Another one in was the Alcoa Mariner with no beefs on her. The rumor is that the Alcoa Company's new super-freighter, the Alcoa Pioneer, will be in here on or about the first of June.

The Agent, Olden Banks, returned last Saturday from the Agents' Conference, held in Washington the past week, with a complete report on the activities of the Conference. This report was well received here in Mobile by the membership. The consensus of opinion among the members here is that the recommendations as submitted by the Conference spelled definite progress for the organization as a whole.

Since we were informed by the Secretary-Treasurer that the Permit system had been discarded and the books had been opened to bona fide seamen, we have had no less than fifty seamen up in the hall here applying for membership in the Union.

Suffice it so say that a majority of these seamen were NMU members. They have been fed up with the rotten tactics of the NMU, yet hesitated to try to get into the SIU because of the Permit system.

Now that the books are open to bona fide seamen we can expect NMU members in increasing droves to come up and apply for membership in the SIU, because they know that the SIU is the only democratic Union, which is run by and for the seamen themselves.

I would like to take this opportunity to inform the membership afloat of a bit of action by the membership. At the regular Branch meeting held in New Orleans on February 28, 1941, a motion was passed, "that due to the financial condition of the SIU, all members, while working, shall keep their dues paid up through the current month and no shipping cards shall be issued to any man paying off a ship unless his dues are paid up through current month."

Some of the members have stated that they are unaware of this ruling. So now they won't have an excuse any longer. This ruling means that on the first day of each month, for every man who is employed, that particular month's dues are due. For instance, on the first day of June, a man who is working owes for the month of June.

That's about all for this week
Fraternally yours,
Robert A. Matthews,
Patrolman No. 1.

NEW ORLEANS

May 12, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Today a wandering brother came back into the hall and told a tale that had the men around the hall all sobbing into their shirt tails. Big, hard, husky, 190-pounders broke down and cried like prima donnas.

Seems that this young man had read all about these shipowners living in the laps of the Gods with every luxury, wine, women and song, to mention just a few of the things that our noble shipowners have. He decided that he should be a shipowner. Now, the first thing to do was to accumulate enough gilt to buy up a couple of old tubs, then get a subsidy from the M.C. and after that sit back and pull in the chips. After due thought, he took out for the land of easy money for a sailor. Hi, ho, off to the Lakes we go.

He came, he saw, and he left, and how! Right back to where he started. Seems that he shipped all right, through the Lake Carriers' hall, after trying and trying to get on one of three big iron boats. Success at last crowned his efforts.

The Richard Trimble was the name of the ship to be graced with the services of our hero for the season. He just knew from now that when this ship was mentioned, that all hands would think of him.

The first thing that slowed him up was when reporting for duty, he was ushered over the side onto a stage. No fooling around, as a deep water ship does, no sir! The Mates stand by and lower the stage, go over at 7:30 A.M., come up at noon. If it takes 15 minutes to climb up the ladder, then you would hit the deck at 12:15. You would also be back on the said stage at 1:00 not 1:05 nor 1:02.

Then she sailed, our hero knew that things would be much better at sea when the ship was on her regular run. All this old hooey would be over. It was. It took this scow 1 hour and 40 minutes to load. It took her 5 hours to discharge. Seems like something wrong some place. Time off was unheard of. All that a man had to do was to work, then some more work. All for the large sum of \$120.00 a month.

Our boy drank a cup of milk for breakfast one morning and was informed in no uncertain terms that milk was supplied for cereals not for drinking. If our fair haired hero had stayed with the ship for the whole season, he would have gotten the large sum of ten bucks a month as a bonus. This only if he had rode the same ship all season.

So, about this time, a check was made at the local depots and a ticket bought for an A.B. back to where Coffee Time is part of a seaman's regular day, to where Mates act as Mates, to where the Mate won't swoon when asked for a day off, to WHERE A SAILOR GETS PAID FOR DOING SAILOR'S WORK, WHERE OVERTIME IS PAID FOR, NOT WHERE A CHOSEN FEW SET THE POLICY FOR ALL HANDS

For any further information desired on this subject, just come into any Gulf port and you will hear our Brother holding forth. On a clear day you might even be able to hear him in Baltimore. The morale of our little story:

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station P Phone: Bowling Green 9-3437

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BALTIMORE

News and Views

Don't Quit; That Helps Regimentation!
What You Can Do to Help the Union

Baltimore, Md.

May 6, 1941

Editor, Seafarers' Log

BALTIMORE, Md. — Shipping continues first class out of this port with 92 brothers shipped during the week, and the beach list showing a total of 139 awaiting jobs. Wage boosts and an all-around cleaning up of living and working conditions on many ships is beginning to pull a few of the men back from the shipyards and other shore jobs, and the present membership seems to be beginning to realize that their future livelihood depends on keeping the ships moving and many of them are cooperating a hundred per cent in taking jobs when we get stuck.

Don't Quit; That Helps Regimentation!

This period is probably the most crucial in the entire history of the maritime labor movement. The Maritime Commission is just biding its time, quite confident that the unions will be unable to keep the merchant fleet moving and then they can step in and take over with their trainees. The men who are deserting their jobs and their Union for jobs ashore now are helping push the seaman into a regimented job on a regimented ship, and if they think they'll be able to go back to sea when the boom ashore flops, they are very sadly and badly mistaken.

Between NMU's licking the boots of the Maritime Commission and the abandoning of ships by our members, the SIU-SUP is being forced into taking in a gang of new men, and the birds who are doing the jumping around from one ship to another and waiting until a certain very special ship comes along are going to wake up one of these days to find that they jumped off once too often and waited just a little too long.

Switch in Commie "Line"

The switch in the Commie line to one of ultra-conservatism, which in plain language means underselling wage scales and kissing the shipowners' stern at every opportunity, is going over big with a lot of dizzy shipowners who can see no further than the width of

leave the Lakes up there; wages and conditions in the salt water buckets are still better than the dust collectors on the Lakes.

Fraternally,

Army.

a dollar bill. The pressure being put on out on the Coast to keep Bridges in this country isn't all coming from the college professors and would-be intelligentsia; a great deal of it is coming from some of our well-known economic royalists and rugged individualists who would rather deal with a conservative communist than a militant American any day if it would save them a couple of bucks.

What You Can Do to Help the Union

We've got to start fighting, boys, and fight as hard as we did back in 1937. What can you as an individual member do? The first thing you can do is make yourself a one-man organizer. If you know of a non-union, company-union, or dual-union man, talk up the SIU to him. Get him up in the Hall. Get the "Log" aboard non-SIU ships. If there's an Isthmian ship near you, contact her men and sell them your Union. Get after the tankers especially.

More than 8,000 seamen aboard tankers belong to phoney company unions. If you have a beef that needs settling in the worst kind of way, hold it until you get to a patrolman or other official, if you have to burst a blood vessel in the meantime. Crack down on the performers who are trying to pin a bad reputation on all seamen. If you run into a clean-cut American kid with the makings of a good seaman in him give him a pep talk on the sea and your Union. If a new man comes aboard your ship, help him out.

If the dispatcher is in a spot, forget the ship you were waiting for and get the ship that's waiting out. Be responsible for your Union and you will make your Union a responsible one and a respected one. Above all, keep the ships moving!

Fraternally,
Wm. McKay, Agent.

Do NOT Ship!

The permits of the following men have been revoked and they are not to be shipped under any circumstances:

B. A. Webel
Camille Moreau
Salvatore Frangello
Selden Green Moody

Out of the Mailbag

Warns About Danger in Not Filling Jobs with Union Men

May 2, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

There are more ways than one to skin a cat, and the shipowners, the Maritime Commission and the government have learned them all in long years of practice.

They have failed to skin the seamen of the union hiring hall by frontal attacks because the seamen recognized their enemies and drove them back each time. The present building up of the merchant marine, however, may become a weapon for weakening the union hiring hall and then smashing the seamen's unions even more thoroughly than in 1921 if too many of the old-timers let themselves and the newcomers in the deck and engine departments become giddy with their gains and forget to think clearly about how to defend the union hiring hall in the new—the present—situation.

What is the present situation? Simply this: Every branch has a lot of A.B. jobs, oilers' jobs, and firemen's jobs on the board for which there are no men. Each week that passes more ships are built, more jobs are there, and more men are needed. But skilled men are scarcer in proportion to what is needed. If this continues, the union will be losing control of the jobs through not being able to fill them with union men.

Ultimately, this must lead to the weakening and destruction of the union hiring hall and the union itself. Why? Because the strength of the union is the strength of the union hiring hall.

and this hall stands or falls with 1) union control of the jobs and 2) union control of the men who fill the jobs.

If union control of the jobs is weak, men outside the control of the union will fill them. These will weaken further union control. They will develop an economic interest in destroying union control altogether, so that they can ship out on all jobs and on all lines. They will become a reserve army for destroying the union. But complete union control of the jobs means complete union men get them, and the union jobs and union men strengthen militant unionism.

If union control of the men who fill the jobs is weak, it will matter little if the union has job control on all the new ships. What will matter will be that scissor-bills and phoneys, Maritime Commission "schoolboys" and belly-crawling scabs will be filling them. They will undermine union control of the jobs today and help smash the union tomorrow or any other day the shipowners get ready. Militant union men alone can safeguard union control of the job and use it in order to raise wages and improve conditions.

The union hiring hall is where jobs and union men meet. The union MUST be able to fill the jobs with union men. Else it is heading towards self-destruction.

How to do it is the question that has to be answered sooner or later. It would be best to answer it now rather than later.

S. Goldenberg, No. 3769.

The Fraud About "Stable" Prices

Among the chief "arguments" of the employers who howl against wage increases is this: Since prices are being stabilized by the Administration in Washington, wages should also be stabilized. According to these claims, the cost of living is not rising and consequently, the government should undertake measures to prevent the workers from getting pay hikes. What are the facts? Here is what the A. F. of L.'s 'Monthly Survey' finds:

"According to government figures, living costs in March 1941 were only 1 per cent above the last quarter of 1939, and less than 1½ per cent above March 1940. Nevertheless, workers who go out to buy find prices up in many lines. Silks are up 9 per cent since pre-war days, woolens 6½ per cent, blankets 14 per cent, furniture 10½ per cent, foods almost 5 per cent. Since last fall, dry goods and home furnishings are up 5 per cent; men's suits may cost \$2.50 to \$5.00 more in the near future. In clothing, lower quality material is being substituted to avoid price increases, and workers find a hidden loss. These things DO NOT APPEAR in the living costs index because they are outweighed by other items such as staple foods and some rents, which have not risen."

In other words, the claim that the cost of living is remaining stable, that prices of consumers' goods are "stabilized" is a pure fraud. The only remedy that workers have for this situation is higher wages.

Three Gears in Anti-Labor Machine

So you want to know whose brain-child the Vinson Bill and similar anti-labor measures are? Well, get a load of this, from the "Wall Street Journal," a monthly magazine devoted to the interests of plutocracy and profit-grabbing:

"The \$1-a-year business men (better known as the Knudsen crowd) . . . have discovered in Washington two like-minded groups, one among the army and navy officers, the other in Congress.

"A coalition of business men, military officials and Congressmen stirred up anti-strike legislation, pigeon-holed the 'New Deal's' Federal oil control bill, waived the National Labor Relations Board compliance as a requirement for defense contracts and toned down the anti-trust case against the oil industry.

"That is an impressive list of achievements, as is best demonstrated by the anti-strike legislation, Congress, with some encouragement from the business-military group, is flirting with a bill requiring 'cooling-off' periods."

Organizers Report On:

ISTHMIAN LINE ORGANIZING DRIVE

HOUSTON

Editor, Seafarers' Log

Dear Sir and Brother:

Well, this will give the membership some information as to what is taking place down here in the long horn state. I was aboard one of the Isthmian scows Monday evening and believe me, the boys came through 98 per cent in joining up with the SIU. Only two of the whole crew refused to join up, and from the information of the rest of the crew, they will know what it is to pound the bricks in the port of New Orleans.

If we can have as good luck with the rest of the Isthmian ships as this one, it won't be long before we will have them under the banner of a democratic union, the SIU of NA.

Even the Chief Steward signed up and he has been in that company for the past eighteen years, so that goes to show that most of the crews of those ships are learning that the A.F.L. unions are the best in the long run.

Shipping is too good down here. Brother Wallace from Texas City has raided this port of every man and that leaves me with a zero list.

The Isthmian Company is going to bring out two more ships from Galveston by the 13th of this month, and believe me, it will be hard to crew them up, but we will send out an SOS to all the ports of the Gulf and see what happens.

That's all for this week.

Fraternally,

D. L. Parker, Org.

P.S.—Another of the Isthmian ships is on her way to New York. We have about 90 per cent of book men on her. Be sure and contact them.

NEW YORK

May 20, 1941

Dear Sir and Brother:

Settled the bonus with Arnold Bernstein Line for the Namari, going to Galveston, Trinidad, Capetown and Calcutta and back to New York. Sixty dollars a month from the last port in the U. S. back to the first. Twenty-five dollars a port for calling at South and East Africa ports and Indian ports, Madagascar, Ceylon, etc. Articles read that ship could go only to South East Africa, India, Ceylon and nowhere else.

Two Isthmian Line ships in. Twelve SIU men who got aboard one then let us down by piling off here. THESE SHIPS MUST BE HELD DOWN BY SIU MEN IN SPITE OF FINKY CONDITIONS UNTIL WE CAN FORCE THE COMPANY TO CONCEDE TO CONDITIONS THAT TRUE UNION MEN ARE WORTHY OF. SO, WE CAN'T AFFORD TO LOSE A SINGLE JOB WE'VE GAINED.

We've been getting the bonuses increased on them, because our men aboard have been holding back and throwing the demand for the SIU scale just before inking the articles.

SIU men on Isthmian ships coming up from the Gulf will have to contact our halls up North every day, by telephone anyway, to keep abreast of the ever-mounting bonuses, and to permit the agents to contact the unorganized men and NMU men aboard.

L. Tir, Org.

More About

MEBA Lines Hold Tight As Curran & Co. Continue to Fink

(Continued from Page 1)

ran's printed claim that the Export Line had offered to reinstate all engineers on strike, to meet the MEBA to discuss wages bonuses and not oppose an NLRB election was "absolutely false."

"The NMU circular," the MEBA said, "makes the statement that the company union in the Export Line was certified by the National Labor Relations Board. This is another woe of a lie."

"The members of the NMU working on the Export Line may feel," the statement continues, "that a company union among the engineers means nothing to them, but this is not so.

"The greatest set-back suffered by the NMU in the maritime industry was in the Tankers and it was inflicted by Company Unions, especially in the Socony, New Jersey Standard, and the Tidewater. The engineers and the mates in these three companies were all organized in Company Unions before the unlicensed men were also organized in Company Unions.

"The strike in the Export Line to eliminate the Company Union among the engineers," the statement concludes, "is just as much to the interest of the NMU as it is to the MEBA. So we say to all members of the NMU:

"DON'T GO THROUGH OUR PICKET LINE."

MEBA—Local 33."

Evidence uncovered by the West Coast Sailor, organ of the Sailors Union of the Pacific, last week tends to corroborate the belief that the finking on the engineers' is part of Curran's C. P.-inspired scheme to "liquidate" other maritime unions into a "one big union" under the iron heel of the Stalinists. This evidence is contained in a letter signed by Geo. F. B. King, Acting Secretary of Local 3, American Communications Association, Marine Division. This outfit is the CIO organization for radio operators and there appears to be a rift among the Stalinite stooges in control of it. The "Sailor" prints the letter in full.

Advises Crew Members to

Get Money Due Unlicensed Men on the S.S. Shickshinny

May 9, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

The following men have the listed amount of money in wages due them from the S.S. Shickshinny, which terminated articles and paid off in the port of New York on April 7, 1941, here in the offices of the Strachan Shipping Co., American Bank Bldg., New Orleans, La.

This ship signed articles on February 3 and the crew was supposed to get any increase in wages granted by this company on all ships signing articles after January 9, 1941.

In paying off this vessel, the company only paid the \$7.50 emergency increase in wages, which was granted on February 17 to all ships, but failed to pay the A.B.'s, Boatswain, O.S. and 2nd Cook the increase which was granted them in the new agreement, in addition to the \$7.50 emergency increase.

I would advise these men to write the following office at once and have them forward checks to them:

Strachan Shipping Co.
American Bank Bldg.
New Orleans, La.

A. A. Theriot, Boatswain..	\$21.45
Allan C. Gravelly, A.B.....	21.45
Michael C. Simmons, A.B....	21.45
Peter Arctander, A.B.....	21.45
James A. Curran, A.B.....	21.45
Calvin A. Cole, A.B.....	21.45
Winthr. D. Voorhees, A.B..	21.45
Alfredo Natale, O.S.....	6.36
John R. Wolfe, O.S.....	10.72

William H. Moore, O.S..... 10.72
Junior Austin, 2nd Cook... 10.72

The Strachan Shipping Co. here in New Orleans have instructions to hold these sums for 15 days and if not claimed within that time to return same to the South Atlantic Steamship Co., Savannah, Ga. Therefore, it will be necessary that the men apply for this money after 15 days to address their communications to the South Atlantic S. S. Co., Savannah, Ga.

Fraternally,
M. D. Biggs,
Gulf District Representative

Bonus Demand Catches On: Asks War Bonus For Soldiers

"It ought to give those who advocate our entrance into the European war something to think about," declared Senator Edwin C. Johnson, Colorado Democrat, referring to a bill he had just dropped into the Senate "hooper."

The bill provides that any soldier or sailor who is sent to a foreign country that is at war, or is a member of an airplane or warship crew performing convoy duty or acting as an armed escort, shall be paid \$100 a month in addition to his regular army or navy pay.

Attention!

CHANGE OF ADDRESS

All members of the SIU are requested to take notice of the fact that the Washington office has been discontinued. All communications relating to the Atlantic and Gulf District directly should henceforth be addressed to: Secretary-Treasurer's Office, Room 213 — 2 Stone Street, or P. O. Box 25, Station P, New York City; Phone: Bowling Green 9-3437.

JOHN HAWK, Secretary-Treasurer