

ISSUANCE OF PHONEY PAMPHLETS REPUDIATED BY JOE CURRAN

Denies Knowledge of Authorship of Scurrilous Literature. Information Indicates the Contrary.

Well, well,—of all things! "No-Coffee-Time" Joe Curran, in a statement in the March 3 *Pilot*, has the brass to declare, or rather, to infer, that he knows nothing about the origin of the scurrilous pamphlets anent the alleged past activities of certain NMU officials, which were distributed along the waterfront a week or so ago.

We'd like to make a little bet that Joe knows a whole lot more about them than he is willing to publicly admit! As we get the story, Joe didn't want them distributed at just that time, but wished to delay it a little longer. However, apparently the comrats got out of hand, or fumbled the signals, and the filthy sheets were put out. And when we say "filthy," we mean "FILTHY." Of all the dirty stuff that has ever been put out by the "Moscow Press," this latest was by far the lousiest.

Hell Breaks Loose

After about forty or fifty of the pamphlets had been circulated around, the word went out to cease distribution, and try to pick up as many as possible. However, the damage had already been done, and Hell broke loose along the West Side.

Curran declares that "Leaflets containing information of importance to the membership will be issued to the membership directly from the Union Hall." Well, it is a foregone conclusion that these leaflets were not issued from the NMU Hall, but we'd like to make a little bet that Curran has a pretty good idea where they came from, and who authored them. Incidentally, we wouldn't be a bit surprised if Jack Lawrenson had something to do with it.

Joe Covering Up

Anyhow,—Joe is now desperately trying to do the cover up act, and is denying all knowledge of the issuance of the pamphlets. The

comrats went ahead a bit too fast for him this time, and it will take a lot of explaining on his part to smooth things out.

The leaflet itself is about as venomous an attack on certain individuals as we have ever read. Some of the statements contained therein, whether true or not, should most certainly have been left unprinted. This questionable method of character assassination is typical of the usual CP procedure, as there is never any effort made to check up on facts, or to have supporting proof.

Party Still Active

Perhaps it may be true that Curran knows nothing of the origin of these pamphlets,—but we have heard differently! He knows, as well as everyone else knows, that the Party has definite intentions regarding the running of NMU affairs, and he also knows why they wish to rid the organization of certain officials and members. The well known purge is far from being dead, and has merely been lying dormant, in order to give the commissars and their stooges an opportunity to re-orient themselves!

There is lots more behind the whole affair than meets the eye, and when the whole set-up finally exposes itself, it will stink to high heaven, and then the comrats, stooges, and the stooges for the stooges will have to run to cover,—back under the slimy rocks and stones from under which they originally emerged!

Standard Officers Vote Own Union

New Organization Has All Earmarks of Company Union

WASHINGTON, D. C.—The National Labor Relations Board early last week certified the Jersey Standard Tanker Officers' Association as the sole collective bargaining representative of the engineers and licensed deck officers, including masters, employed on vessels operated by the Standard Oil Company of New Jersey.

The board's order was based on an election at which, among the engineers, 267 votes were cast for the association, and only 61 for the MEBA, and among the deck officers 299 votes were cast in favor of the association against thirteen votes cast for the M.M. & P.

The Jersey Standard Tanker Officers' Association is declared to be an independent organization, but if it isn't actually what is known as a "company union," then, we miss our guess. Seems to us, if we remember correctly, that the National Labor Relations Act is supposed to have done away with these "com-

Labor's Friend Dies in P. Rico

SAN JUAN, P. R.—Rafael Alonso Torres, Secretary of the Puerto Rico State Federation of Labor, and a Representative to the State Congress, passed away on February 18, at the age of fifty-seven years.

Brother Torres was elected to the State Congress as a labor man, and handled the financial budget of the Government of Puerto Rico for a quarter of a century. He died a pauper. His history is well known in Puerto Rico, and he sponsored considerable legislation favorable to labor during his term of office. He was, for many years, a strong supporter of the American Federation of Labor, and was also very friendly towards the Seafarers' International Union. He was admired and loved by all who knew him, and with his passing, labor has lost a staunch supporter and friend.

The Puerto Branch of the Seafarers' International Union sent a telegram of condolences, and also a floral wreath.

any unions,"—but, of course, there's more than one way of skinning a cat!

NMU Plans Drive on Seatrails

Standard Files Charges With NLRB; NMU Hopes To Organize, Win Vote

In the *Pilot* of March 3), is a little article stating that "the NMU will have another opportunity to organize the crews of the Seatrain Lines, Inc., and possibly be certified as the collective bargaining agency for the unlicensed seamen." They base their supposition on the fact that their very expensive "mouth-piece," William L. Standard, has filed charges, and is prosecuting appeals with the NLRB.

To say the very least,—they certainly are highly optimistic, and it would not be out of line if we all pause here for a good long guffaw, and a healthy Bronx cheer!

SIU Direct Action

The NMU was unable to pull a successful strike on the Seatrails, but the SIU, several weeks ago, gave an outstanding example of what can be accomplished through the use of a little direct action. We seriously doubt that the membership on the Seatrails has any reason to be dissatisfied with the Seafarers' International Union, and they most certainly have no reason to want any help from the NMU.

As has been said before, regarding projected organizational drives of the NMU,—IT'S NOT THE MEN THEY WANT, BUT THE SHIPS. By their own admission, the NMU has a good sixty percent of their membership at present on the beach. If that is true,—which it is undoubtedly,—then there is absolutely no doubt that they are desperately in need of jobs.

NMU Shows Hand

Witness what happened to the NMU organizational drive on the Waterman Line ships:—They announced to all and sundry that their drive was going over 100 percent strong, and then all of a sudden, with a whole lot less fanfare, it folded up. What happened to it? Simply this: After Alexander and his goons had succeeded in making a little headway on one or two Waterman ships, some of the alleged "rugged individualists" in the NMU decided that they would terrorize the Waterman seamen, scare them off the ships, and put NMU crews on them. They did a little dumping here and there, and it eventually dawned on a few of the Waterman seamen, who had thought that the NMU really wanted to help them, that all the comrats wanted was the ships and the jobs,—and to Hell with the Waterman men!

Will Try Again

Now they think that they can try the same stunt on the Seatrails, but we predict that they will discover that the crews of these ships are all militant, loyal members of the SIU, and are not in deed of the very dubious assistance of the NMU. Conditions on the Seatrails have never been what they should be, but since the advent of the SIU they have improved considerably, and before we are through they will be completely straightened out.

As the *Pilot* claims, it is true that the ballots taken by the NLRB were never counted, but there certainly is no doubt as to the Union affiliation of the unlicensed personnel aboard those vessels:—THEY ARE ALL LOYAL SIU MEMBERS!

Ship From the Union Hall.
Defeat The Fink Halls.

AFL-CIO TO CONSIDER PROPOSALS FOR PEACE AT FURTHER MEETINGS

Plan For Forming "American Congress Of Labor" To Be Reconsidered By AFL Peace Emissaries

At the first meeting of the AFL-CIO peace emissaries early this week, the CIO proposed solving the problem by forming a new organization,—the American Congress of Labor.

According to the plan, the new organization would "supercede and embrace" the AFL and the CIO, and would also embrace the independent Big Four railway brotherhoods.

BOTH SHIPS FOUND AT FAULT IN CRASH

U. S. Bureau Holds Wiegand and Lillian Moved Too Speedily in Fog.

An investigation into the crash between the SS Lillian of the Bull Line, and the German ship Wiegand, off Barnegat Light on February 26, revealed that both vessels were traveling at excessive speed through the dense fog, at the time of the accident. This was ruled last Friday by the United States Bureau of Inspection and Navigation.

The Lillian sank some eighteen hours after being abandoned, and the Wiegand, with her starboard bow badly smashed, returned to port for repairs estimated at \$50,000.

Charges were filed by the investigating board against Captain Frank G. Boyer, master of the Lillian. No charge could be filed against Captain Leopold Ranitz, in command of the Wiegand, as the U. S. Bureau has no jurisdiction over foreign vessels.

Excessive Speed Charged

The charge against the Captain of the Lillian specified that, under dense fog conditions, he "neglected to navigate the Lillian at moderate speed and did operate the Lillian at an engine speed of 60 revolutions per minute, or 8.2 knots, with the exception of an interval from 6:42 P.M. to 6:45 P.M., when the engines were stopped."

At previous sessions, the masters of the two ships had charged each other with negligence and excessive speed. Captain Boyer and his men claiming that the Lillian was traveling at 6.5 knots, but that the German vessel had been moving considerably faster. Each declared that the other had failed to sound fog signals, although the men on the Lillian admitted that they had heard a faint signal at 6:42, and that the engines were stopped for three minutes. This was eleven minutes before the two ships collided.

The Lillian was valued at about \$200,000 and her cargo of raw sugar was said to have been worth in the neighborhood of \$300,000.

Crew Reimbursed

The crew of the Lillian were last week paid fifty dollars apiece by the Bull Line, in payment for their lost gear. The carpenter and the chief cook were given extra recompense for their lost tools.

It is quite possible that some of the crew lost gear valued in excess of fifty dollars, but—as was pointed out to them,—they are not legally entitled to any remuneration. Until such time as the maritime laws are amended to take care of such emergencies these conditions will continue to obtain.

Shortly after the White House session, the AFL spokesmen rejected the proposal, declaring that it offered no possibilities for peace, and "was not even designed for serious consideration."

The six-man committee, along with Secretary Perkins, spent almost an hour with President Roosevelt during the afternoon. The President did most of the talking, and at the end of the period Mr. Lewis handed the AFL spokesmen, President Roosevelt and Miss Perkins copies of the CIO proposal.

Six-Point Program

The President folded his copy, and the others read a six-point peace program calling for the convening of the AFL, CIO and rail brotherhoods, in Washington, not later than June 1, 1939, to organize the American Congress of Labor, which would adopt a constitution and elect officers for one year. During the year, the constituent unions would work out a permanent settlement, with the services of the Department of Labor, for the purpose of "co-operative mediation" on jurisdictional and other matters.

Lewis and Green Ineligible For Office

Point three of the proposal states that "John L. Lewis and William Green shall not be eligible for election to any office in this convention. The ACL will grant Mr. William Green a life tenure of his present salary for services rendered. The same arrangement will include Mr. Frank Morrison."

According to the proposal, the governing body of the ACL would consist of an equal number of representatives of the AFL and the CIO, with proportionate representation from the brotherhoods.

The president of the ACL would be selected from the brotherhoods.

Roosevelt Pleased

President Roosevelt, in a press conference following the meeting, said that his remarks were an extension of a statement released by the White House secretariat after the meeting. The statement was as follows:

"I accept the premise that both sides want peace, that means, of course, that both sides will go into conference with the idea of giving as well as getting.

"I am advised on the basis of reports coming from the rank and file that at least 90 percent of the actual membership of both factions desire peace.

"This is your negotiation. Direct negotiation without outside interposition is always best if possible. I believe no other method of settlement will ever become necessary in this case because I believe that you are today beginning a proper step for a permanent, stable and acceptable solution.

"I am counting on you to succeed (Continued on Page 4)

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**BOSTON
News Bits**

BOSTON, March 7.—A meeting last night between representatives of the AFL and CIO in this State, and the State Labor Commissioner, ended a jurisdictional dispute which had threatened to involve the whole New England labor movement. The CIO agreed to withdraw their pickets from the markets wherein AFL clerks are employed, and the AFL, in turn, called off the boycott against all CIO firms. The tremendous power shown by the AFL, particularly in the transport industries, forced the CIO to comply with the AFL demands. This trouble showed to the public how little power the CIO really has in the New England district.

The threatened fishermen's strike did not materialize, and a victory has been won by the Fishermen's Union. They received Union recognition, closed shop, and a number of better conditions. Also, a plan was reached whereby conservation is to be started in the fish industry. This plan involves shorter trips, and limited catches. This shows that AFL Unions take an interest in the industries wherein they operate, and are willing to work for things which are to the advantage of both the industry as a whole, and to the public.

There have been no new developments regarding the pending hearing before the NLRB in the Seaboard Navigation Company case. There are still a large number of cases to be heard before ours comes up.

The Boston Branch is receiving a number of complaints and suggestions regarding the pending new agreement with the Eastern Steamship Company. They concern mostly working conditions and improved quarters.

Shipping and business is beginning to improve here, as is usual about this time of the year. A number of additional men have been sent back to the "White Boats" of the ESSCO, and there will be orders for still more, shortly.

A good season is expected here with the excursion boats. Extensive alterations and repairs are being made already on the boats tied up here, and there are rumors of additional ones being put into commission this summer.

The SS Panama, one of the three new ships recently built for the Panama Railroad, at Fore River, made her trial run last week. All the boys spent the afternoon watching her in the harbor, from the back windows of the Hall. She is a beautiful ship, and we hope that we may soon be able to make use of her.

H. HEITZMAN,
Boston Correspondent.

**Providence
Notes**

On March 1, at the regular monthly business meeting of the Conanicut Inland Boatmen's Union, the membership voted to apply for a Charter from the Seafarers' International Union, covering the waters of Conanicut Island and vicinity.

The stand-by gangs are getting the New England boats in shape, and the Martha's Vineyard is scheduled to start on the run March 10. Some difficulty has arisen over the manning of the spare boats this

the sponsorship of government training of finks and shipping of seamen through government fink halls, and have taken the necessary action to put your words into effect, then the Sailors' Union of the Pacific will be in a better position to discuss "unity."

SAILORS' UNION OF THE PACIFIC,
By HARRY LUNDEBERG, Secretary-Treasurer

WHAT COULD BE PLAINER THAN THIS?

summer, as the company is trying to get the A.B.'s to work 14½ hours with a single crew, which is contrary to the agreement which calls for an eight-hour day.

Found everyone, except two mess-men on the Quantico of the M & M with Seafarers' Books. All hands taking a good interest in the Union. Have notified M & M crews running here to see that all hands have a book,—or else.

The Sea Thrush of the Shepard Lines was in Providence during the week, and some of the gang paid us a visit. Brother Blackie Di Ambrosio explained to the brothers from the Coast how the new International was working towards progress, and not retardation. During the Agent's absence on Nantucket Island, Brother Di Ambrosio relieved him.

Found the coal boat Olga badly in need of fumigation. She has COCKROACHES as big as MICE on board. The Carter Coal Co. expect to lay her up about April 1, for a general overhaul of crew's quarters, and needed repairs. She is the former SS Ida Hay Atwater.

The steamer Meteor of the Colonial Line is relieving the Arrow while the latter is undergoing annual inspection and overhauling in New York. This Meteor is notoriously hard steaming, and coalburning firemen avoid her. We believe that a change of watches on her would do a lot of good. Under the present system the last watch takes a lot of punishment.

Many Spanish born firemen and sailors are asking for copies of the Seafarers' Log in Spanish. All hands in this vicinity read the paper with interest.

Some of the tanker men running in here tell us they may strike the tankers on April 1, for better wages and conditions. They claim that the oil companies have all the best of the agreement. They all read the SEAFARERS' LOG.

**Philadelphia
News Items**

PHILADELPHIA, March 6.—There is a rumor here that Bill Welsh, MFOW & W Agent in New York, issued a statement that no MFOW & W members were to pay off in any port except New York. A couple of weeks ago, Welsh brought replacements from New York for the SS Ogontz, laying in Camden, N. J. The MFOW & W men registered in this Hall were plenty burnt up in regards to this. They wanted to know what was the use of registering here if they were not going to get preference for the jobs in this area. In the future, if New York is going to ship replacements all up and down the coast, pretty soon we will have no MFOW & W men registered in any place but New York. If Welsh continues to handle all replacements in New York for the entire Atlantic seaboard, our advice to him is that he buy himself a transport plane, so that he can fly the men to the various ships in different ports when the emergency arises.

The American Range Lines seem to be giving us the well known run-around in regards to signing an agreement. IF THIS CONTINUES, WE WILL HAVE TO HANG THE HOOK A FEW TIMES, AND SNAP THEM OUT OF THEIR HOP!

Well, here we are at last! Our good old brothers on the M & M ships have finally seen the light. They are beginning to realize now that there is a Union in the field that is not a dues-grabbing agency.

but a bona fide labor organization that is not interested in politics,—only in the interests of labor. It seems that, in the past, these men have been taxed without the benefit of representation. NOW, IF THEIR OFFICIALS DON'T GO DOWN THE LINE TO BETTER CONDITIONS ABOARD SHIPS, THEY CAN THROW THE OFFICIALS OUT, AND ELECT A NEW SET OF OFFICIALS WHO WILL! This is sure a long jump from the old set-up, when an official had to prove himself phoney before he could be appointed to office, and continue to stay phoney in order to stay in office!

It has been the practice of the Calmar Line, in the past, to pay off and sign on in the port of Baltimore, and unless the men were hospitalized, they could not pay off in any other port. Contacted the company, and told them that replacements can be had here for any unlicensed position, and if they would agree to pay the men off here, it would be better for the company, as that would be an inducement for the men to stay in the port of Philadelphia, so in case of emergency we would always have sufficient replacements available. We believe that this is going to find favor with the company, so that in the future, I believe that the men will be allowed to pay off here if they desire to do so.

R. A. REDDIE, No. 2024 SUP.
H. J. COLLINS, No. 496 SIU.

**Baltimore
HIGHLIGHTS**

BALTIMORE.—All quiet along the Pratt Street waterfront these days, with shipping picking up on the return of the Pennmar and the Vermar to the Calmar Line schedule. The entire Calmar Line fleet is now in operation, with a ship out of this port every week. These ships are manned exclusively by SIU members.

There was a time, not so long ago, when the question of overtime, even on SIU agreement lines, was something only to be mentioned in whispers, because if it got to the ears of the company concerned, the officials would be very, very angry, and take steps. BUT, SOMEHOW OR OTHER, THE SIU BOYS SEEM TO HAVE LOST THEIR FEAR OF THE COMPANY'S "STEPS" NOW, AND THE OVERTIME SHEETS COME PILING INTO THIS OFFICE! The SIU members KNOW now that the OVERTIME IS GOING TO BE PAID ON THE LINE, WITH HIS PATROLMEN AND AGENTS BACKING UP EVERY OVERTIME SHEET THAT COMES IN, and the demand for these sheets grows heavier every day. That's the right idea,—we have plenty of them on hand, so don't run short.

The activities of the organization in this port have been many and varied, but one of the finest things accomplished has been the ELIMINATION OF THE LONG STANDING EVIL WHICH HAS ALWAYS PLAGUED THE PORT OF BALTIMORE, NAMELY—THE "CRIME" JOINT. Other Unions have tried it, but it took the SIU to put it over, AND THE FINK SHIPPER HAS GONE THE WAY OF ALL THE OTHER PHONEYs, who have been stumbling blocks in the fight of the seamen for a decent living.

BALTIMORE, March 8.—All quiet along the Baltimore waterfront in general, these days. Shipping is slow, with 57 men, including 8 SUP and 6 MFOW members going out during the past week. With the affairs of the branch in good order, and most of the steamship lines out of this port straightened out, the patrolmen swung into concentrated action on the Merchants and Miners Line with a "get in or get off" slogan which will have the line 100 percent SIU by the end of this month.

Membership meetings in the port are being well attended, and the awakened militancy of the East

(Continued on Page 4)

**SUP Sends Clear Cut
Reply to NMU Officials**

The following self-explanatory letter, reprinted from "The West Coast Sailor," was written in reply to Joe Curran's recent letter for what he terms "unity" among the maritime unions.

San Francisco, Calif.
February 28, 1939

Mr. Joseph Curran, President,
National Maritime Union (CIO),

Dear Sir:

The Sailors' Union of the Pacific membership at Headquarters took into consideration at their regular meeting last night a communication sent by you recently, wherein you requested a meeting with SUP representatives for the purpose of achieving "unity" for some program which you stated you had in mind.

The action of the SUP membership last night was as follows:

1. That both yourself and associates, before appealing to the Sailors' Union of the Pacific for "unity" shall declare yourself as unequivocally opposed to the regimentation of the American seamen, as has been done heretofore in Italy, Germany and Russia, under a program similar in purpose to that which yourself and associates are now sponsoring together with a government bureau termed the Maritime Commission, i.e.

You have publicly sponsored the training of seamen by the government.

The Sailors' Union of the Pacific frankly call this a program of training what we call finks aboard Government sponsored training ships, to ensure a supply of regimented seamen to aid in breaking any strikes which the American seamen may feel necessary in order to insure decent working conditions and wages compatible with the American standard of living.

2. You have advocated, and are in the process of advocating that American seamen will seek their employment from what we frankly call "government fink halls."

As an organization that has been in the seamen's field for many long years, and with much bitter experience with the old United States Shipping Board tactics when it broke the maritime and seafaring unions in 1921 with its Sea Service Bureaus, the Sailors' Union of the Pacific considers that the establishment of such government fink halls to be the greatest menace facing the freedom of the American Seamen today, and we cannot consider any conferences looking towards "unity" with an organization or a group of men who are publicly endorsing such a program.

When yourself and associates, and the organization which you represent, have stated in clear and unmistakable language that you have cleared yourself of

HERE and THERE in the GULF

TAMPA

TAMPA, Fla., March 1.—The SS Antinous, Waterman Line, was in the first of the week with several beefs. The "Old Man" didn't want to give the boys a draw, and didn't until the screws were put on him.

The drinking water was lousy,—not even good enough for scrub water. We had to refer this on to Mobile because of the limited time that the ship was here, and because of the way the articles were signed. If the men had tried to take any action on it, they would have laid themselves liable to having their papers revoked, and that is exactly what would have happened,—for the only cooperation we get from the Government officials in this port is COMPULSORY COOPERATION!

The SS Cuba's crew have drawn the company's attention to the condition of the quarters. They were fumigated this week, and the juice stays on the fan all the time now, and new fans are promised for the near future.

They have elected a committee to take up the question of having the quarters renovated. This committee will have some plan whereby the present quarters will be enlarged, and properly ventilated and equipped.

The Agent was in Miami all week with "Scotty" Rose and the delegation from the SS Cuba, opening the way for a new agreement with the P & O S.S. Co. The company said they will negotiate as soon as the NLRB designates us as the bargaining agency. The situation called for much thought on the committee's part, as a strike would have put the company in the clear, and left us striking against the NLRB.

Much progress has been made relative to bettering conditions of the port and ships in general. There is a lot to be done yet, and one thing should be made clear:—**THERE IS NO ROOM FOR SHIP-OWNER'S STOOGES AND COM-MIES IN TAMPA!**

Received a report from the SS Florida. She was held up by the Engine Department and Deck Gang for the menu which was printed in the WEST COAST SAILOR relative to the Dollar ships.

Shipping is good for A.B.'s and Firemen,—fair for the rest.

JOHN GUNNISON, Agent.

TAMPA, Fla., March 6.—On Monday, February 27, the crew of the SS Florida walked off in protest against the food they were being served, and demanded the same menu as was printed in the West Coast Sailor of February 17. When the officials of the company saw that the men meant business, they gave in, and oked the menus.

This past week, the Cuba's crew had a meeting, and requested the Agent to get new springs, more fans, fresh milk, and money due four men in the steward's department.

The West Coast Sailor will now be placed aboard all P & O ships. Fans, springs and mattresses to be put aboard as soon as they can be procured. The only beef left was the back wages. The Port Captain threatened to put extra lines out and keep her there for good. The crew continued to work, but was ready to pay off at a moment's notice. The company's representatives palavered around, but we had other things to do, and informed them that we would be available when they reached a decision. The Port Captain asked to be given until Wednesday, as the main office was closed, and would not be opened until Monday morning. This was taken up with the ship's delegate, who agreed to it.

Militant action such as these men took will get us conditions on ships.

The Cuba's crew has also elected a committee to investigate the shifting and enlarging of quarters, and to make provisions for a recreation room.

The Bull Line Major Wheeler was in this week, and when the Agent inquired about beefs,—there were none! They did ask for a few interpretations, which were given according to good judgment, and not according to the phoney Bull Line agreement. This gang will get this, as they stick together.

JOHN GUNNISON, Agent.

Dear Brothers:

I take this means of thanking the Brothers who contributed to my defense in the trouble I was in.

It makes a fellow feel good way down inside to realize the backing and cooperation from Union Brothers. With this kind of support, a fellow really feels like putting up a fight against the phonies.

When Epps found that we had a lawyer, he didn't show up in court, and the case was thrown out.

Thanks a million,

JOHN GUNNISON, Agent.

S.S. Cuba,
March 2, 1939.

Brothers of the Sea:

Congratulations to the LOG and to the seamen who make it possible to publish such a paper for the seamen. Long may it sail into every port with its cargo of news for the seamen.

This old P & O Company is finally seeing the uselessness of fighting unionism, and is coming around O.K. But give the devil his due,—they have put up a good fight, using everything they could put into it, from company flunks to steamboat inspectors and commissioners. But all they have to stand on now is the NLRB, and they know that when the crew is voted, they will get 100 percent SIU.

The crew of the SS Cuba held a special meeting Wednesday night, and registered a number of beefs to be settled before she sails Sunday P.M. Quite a number of beefs have already been settled on her, and she has been held up only once.

Most of the company stoooges have been pulled off her, and the rest are on the spot. The SS Evangeline, and the Deck and Engine departments on the SS Florida are cooperating 100 percent, and I think that the Steward's department on the SS Florida can be handled like the crew of the Seatrain Havana, if they don't come around.

Brother Gunnison, the Tampa Agent, was exonerated for allegedly shooting Robert Epps, self-styled "Labor King of the Gulf." I think that will be the last of any attempts to set up a flunk kingdom to control the labor of the P & O ships.

The NMU tried to unionize this company, and failed. Although the SIU, as yet, has no contract, we are doing closed shop, through the Hall shipping. The Union is settling beefs with the company to the satisfaction of the members, instead of the company, and **BE-LIEVE IT OR NOT, JOE CURRAN, WE GET COFFEE TIME!**

Hold her on the course, and we can't lose.

J. P. SCHULER, Gulf No. 101,
Stewards Dept.

NOTICE!

New SIU Books for the following named men are being held in the New York office:

Erasmus C. Vega, No. 4034
Ruperto Gautier, No. 4035
Luis Sierra, No. 3564

Will these men kindly get in touch with the New York Agent, and advise him where they wish to have the books forwarded to.

MOBILE

Suggests Design For Button

MOBILE, Feb. 28.—For the last few weeks the members on the ships have been asking for a Union button to wear for dress. This is one thing we should all have, and I think that all will agree on this. The design and the cost are the next things to be decided upon.

Regarding this, we would like to suggest that button with likeness of the head of the best known seamen's Union man,—the man who accomplished the most for the seamen,—would be the best solution. Andrew Furuseth devoted his life to the betterment of the seamen, and as such is respected and honored by all seafarers. So what could be more fitting that we show the world that we appreciate what old "Andy" did for us? Also, with a button like this, we could let the world know that we are still fighting for the same thing as he did for so many years. In this way, a twofold purpose would be accomplished. First: we would have a button that would always be an inspiration to the wearer. Second: we would have an undying memorial to that Grand Old Man.

The cost to the membership of such a button could be enough to cover all expenses of production, and still be reasonable enough so that every member could afford one. If, for convenience, the price should be a few pennies more than the cost, the surplus could be very easily checked, and put into something like the burial fund.

If this article is published, and the members ashore and on the ships take an interest, and write in expressing their views, then maybe we can get a button which will become a familiar sight wherever ships and sailors go.

The button should be, in my estimation, a small, neat button just big enough to hold a likeness of the head, and the letters S.I.U. of N.A. A bronze head on a blue backfield should make a badge that all seamen, regardless of former affiliations, would be proud to wear.

So, what say Brothers, that we get going on ideas for some sort of a button. This is my idea,—what is yours?

Steady as she goes,

A. W. ARMSTRONG
SUP No. 2983.

Crew of S.S. Jean Supports Delegates

Port St. Joe, Fla.,
March 6, 1939

We, the crew of the SS Jean of the Bull Line would like this letter printed as we go on record as 100 percent members of the Seafarers' International Union of North America.

We had a small beef in the Engine Department because of discrimination against the Engine Department delegate. The crew agreed to quit if the beef was not settled. Fortunately it was settled, and in our favor.

The delegate asked the crew to sign a pledge stating that they will back the delegates in all Union activities. This they did 100 percent. The pledge reads as follows:

"We, the unlicensed personnel of the SS Jean, and all members in good standing of the SIU of NA, pledge ourselves to support our elected ship's delegates in all Union activities, 100 percent."

Steady as she goes,

W. E. BINE, Gulf No. 152,
Deck Delegate.
O. D. REEVE, Gulf No. 113,
Engine Delegate.

Consider Your Fellow Worker.
Hold Meetings on Ships.
Have Confidence in Your Union.

NEW ORLEANS

New Orleans, March 6.—Straightened out several beefs in the Waterman ships this week to the satisfaction of the crews. Some of the men in these ships were skeptical of the SIU at first, but they have found out that the Union will back them up. Crews are now collecting overtime that they never got before, plus improved conditions. The NMU made a drive on Waterman ships some months ago, and had a hundred or so pledge cards signed. Today, every man carries a paid-up book in the SIU. The CIO could not get five pledge cards signed out of the entire fleet of twenty-six ships!

RE: SEATRAN:—100 percent solid SIU. The members sailing in these ships have demonstrated their power, and with the aid of the other maritime Unions who work these ships, can tie them up indefinitely if necessary. We are after the best agreement on this coast for these ships, and we will get it, or else **HANG THE HOOK!**

RE: P & O:—100 percent solid SIU. These men are out for a good agreement, and are ready to FIGHT for it. They have demonstrated their power by tying the ships up on several occasions for better conditions. Last week, the SS Florida was tied up until the Port Steward signed an agreement to use the menu published in the West Coast Sailor, for the President Lines. The average member figures that we can get the same conditions here as the SUP gets on the West Coast. The SIU has an agreement with the P & O, which runs until the NLRB holds an election. This phoney election was ordered in 1937. The Labor Board is stalling us to give the company a break. Once the SIU is certified, the P & O will have to pay the freighter scale of wages. That would hurt the prestige of the Labor Board's protege, the CIO!

RE: ISTHMIAN LINE:—Struck the Atlanta City this week. The company stopped the Patrolmen at the gangway. The ILA stopped also. Crew came on the dock, and voluntarily joined the SIU. The company shouldn't try this again. When the seamen see an efficiently organized Maritime Transportation Council move into action to tie up a ship, they become curious. When they investigate and find that the SIU is a Union run by Seamen for the benefit of Seamen, they invariably make an application for membership.

RE: RANGE LINES:—Plow City in this week. Minor beefs straightened out. Hot water in the wash bowls not hot enough. Need greater variety of food; have fresh milk but could use more. This company might as well make up their minds to give us a good agreement, and the best conditions,—or else! All crews we have contacted in these ships are 100 percent SIU, and ready to go to bat for their demands.

RE: INTERCOSTAL SHIPS:—Watches are now maintained in all Gulf ports on the Luckenbach scows. Can get fresh milk and the best grub on the market on any of these ships that will go to bat for it here.

RE: MARITIME TRANSPORTATION COUNCIL:—Efficiently organized, functioning smoothly, successful in every move. A complete survey of the teamsters field show that the AFL will win these elections by a three and a half to one majority. The Council has conducted the entire organizational program, and deserves the credit for the successful drive. The procedure is very simple. The Clerks and Checkers will not receive any cargo from any but a Teamster with a paid up Union book, and CIO books are not considered as Union books on these docks. If, by mistake,

the cargo is received, the ILA will not touch hot cargo.

We are driving for a Maritime Trades Department, and until that department is set up, the SIU will participate in the local Councils. The CIO does a lot of talking about a National Maritime Federation, while the SIU is actively helping to build a Federation of Waterfront Unions. However, we will confine our activities to the waterfront;—the berry-pickers, apple-knockers, and sheep-shearers can build their own Federation.

Steady as she goes!

RED DEAN.

NEW ORLEANS, La., March 6.—Covered the SS Thermo at Narco the other day. She is the flagship of the SIU here in the Gulf, and is still 100 percent, after all the money the phonies spent to turn the ship NMU. My advice to the gang was to tell them that it won't be long now before all shipping will come through SIU Halls, and NOT THE MARITIME COMMISSION OR FINK HALLS!

The SS May of the Bull Line is still down here at Todds Drydock. Of course, she is 100 percent SIU. She will be loading at Port Sulphur about ten days from now.

The SS Del Norte of the Mississippi Line arrived from South American can ports with a few beefs. Settled them all to the satisfaction of the crew. The skipper on this wagon tries in vain to enforce old time (1888) sailing ship tactics, but somehow or another they don't seem to work out to his satisfaction. My personal belief is that the only sailing ship he was ever in was an old British sloop-of-war. He arrived with some severe charges against the crew, which were proven to be phoney, as he admitted before the local inspectors that he didn't know the laws covering American ships!

The SS Del Plata, also of the Mississippi Line, arrived today from a coastwise trip. Everything aboard her OK, with no beefs about the food.

Everything in New Orleans is running smoothly, and we are sure making progress. Slow but sure!

FINN SCHEFFSTAD, Agent.

NEW ORLEANS, La., March 6.—The SS Kenowis and the SS Pan Atlantic arrived here last Friday. We boarded them, and found everything going along smoothly. The crews aboard both these ships seem to be very well satisfied with the progress of the SIU. The Steward's Department on the SS Kenowis is A No. 1.

There are sixteen SIU members in the Marine Hospital here, all in good standing, and they receive their weekly benefits regularly.

L. E. WESSELS, Patrolman.

JACKSONVILLE

JACKSONVILLE, Fla., March 6.—The SS Edith of the Bull Line came in this morning, and believe me, there certainly needs to be a lot of changing done aboard these scows.

The mates on these ships are of the opinion that they are the Union, and it's about time that the members aboard these ships realize that they, themselves, are the Union,—and no one else!

How long is this going to continue? If something isn't done immediately, the things we have fought for all these years will be lost, and we will just have wasted time. If the boys on the Helen can do it, why can't the rest of them?

SO LET'S GET TOGETHER, BROTHERS, AND ALL START PULLING ONE WAY. OR THE SHIPOWNERS WILL STILL THINK THAT WE ARE DIVIDED!

FRED LAURITANO.

MEMBERS CAUTIONED THAT THEY MUST PROTECT THEIR OWN RIGHTS

Possible Amalgamation Reminds That Rank And File Must Have Voice

In the midst of the nation-wide turmoil in the Labor movement, which recently proved to be of sufficient importance to warrant a plea by President Roosevelt himself, there remains a great deal to be given serious consideration. The interest and activity of many minority groups within the Union have either been completely alienated during this period of unrest, or have been woefully discouraged, to say the least.

At this time of possible amalgamation, it is extremely important that our membership fully realize the necessity of standing together in order to insure and promote the highest possible degree of democratic ideals and principles, and in so doing, preserve and guarantee the interests of ALL THE MEMBERSHIP, rather than those of any selected "CLIQUE." A truly representative organization will have no need to resort to Communist doctrines, or any other form of odious radicalism.

EDUCATION NECESSARY

The great need for education in Union matters is apparent on all fronts, not "education" in the form of subversive propaganda designed for the benefit of any selfish minority, but pertinent, informative facts issued for all from an authoritative and reliable source. It should be borne in mind that throughout the long and bitter conflict between the two organizations, the principal factor in our eventual success can be traced directly to our superior fact-finding organization, and more democratic practices. *The Union, present or future, must stress the importance of co-operation, and the decent, proper handling of men by their immediate superiors, inasmuch as no body of men can possibly work in an atmosphere of fear or coercion. Further, we must beware of the "Jekyll and Hyde" personality who is sufficiently cunning to indoctrinate and impress many gullible or unsuspecting seamen with whom they may come in contact.*

SUGGESTS "IDEA BOX"

It is such practices as these that are indirectly responsible for the destruction of confidence in our "late" seamen's unions. Finally, we must advise a greater effort on the part of some of our organizers, who profess infallibility in union matters, to create a wider field for employment of our membership.

It seems to me that a great many valuable suggestions might be obtained by an "Idea Box" aboard each vessel. Individuals could anonymously submit their ideas to the Union by simply dropping a note into a box placed within reach of all.

Hoping that these suggestions may prove beneficial in some respect, I am,

Fraternally,
WILLIAM L. MASON No. 60
S. S. Acadia

C. I. O. Again Falsifies Facts Regarding Its Vaunted Membership

Arbitrary Refusal of Marine Engineers High Command to Permit a Ballot on Continued Affiliation Is Reported as Unanimous Vote In Favor of Lewis's Secessionists.

By A. F. of L. Weekly News Service
WASHINGTON, D. C. — The CIO publicity bureau reported with great éclat that the recent Washington, D. C., convention of the National Marine Engineers Beneficial Association had by unanimous vote decided to retain its CIO affiliation.

Just how "unanimous" the seagoing marine engineers are for the CIO affiliation is aptly explained by the following resolution introduced on January 19, 1939, the fourth day's session of the convention:

Resolution No. 39. Jan. 19, 1939.

To the officers and representatives of the 63rd convention assembled:

WHEREAS, M.E.B.A. No. 79 (San Pedro, Calif.), by a secret referendum ballot circulated to determine the wishes of its membership on the question of affiliation with the CIO found the membership 96 per cent opposed to such affiliation; and

WHEREAS, M.E.B.A. No. 41 (Portland, Ore.), also by a secret

referendum ballot voted overwhelmingly against affiliation with the CIO; and

WHEREAS, M.E.B.A. No. 97 (San Francisco, Calif.), in a recent secret referendum voted by majority against affiliation with the CIO; and

WHEREAS, I can truthfully say we have found practically no member of the M.E.B.A. arriving at this port during the past year, whether from the East coast, Gulf, or other Pacific coast ports, who has not voiced opposition to our CIO affiliation when the question was put to him; and

WHEREAS, it is our belief the National M.E.B.A. has lost prestige due to its present affiliation with the CIO; now therefore be it

RESOLVED, This 63rd Convention of the National M.E.B.A. go on record in favor of a national secret referendum ballot on the question, "Are you in favor of the National M.E.B.A. remaining affiliated with the CIO?" and be it further

RESOLVED, The members of the National M.E.B.A. be mailed ballots on this question within 30 days after the convention adjourns and the

Marital Woes Beset Curran

Mrs. Curran Sues For Support; Living With Carney's Wife

According to stories in the New York papers on March 8, "No-Coffee-Time" Joe Curran's wife has instituted suit in the Family Court, charging him with non-support.

This is not, of course, real news to most of us, as it has long been a known fact that Curran and his wife had separated.

Mrs. Curran, in filing her allegations, explained that she married the NMU leader in 1935, and declares that he left her in September 1937. Since their separation, Joe has made his home elsewhere, and now resides at 138 West 100th Street, while his wife has been dependent upon friends.

At present, Mrs. Curran is residing with Mrs. Walter Carney at 204 Ninth Ave. Mrs. Carney's husband was formerly Joe Curran's bodyguard, and Joe was the one who brought about his arrest.

Carney was jailed for alleged forgery of records while serving as secretary-treasurer of the NMU. He is now in the Tombs awaiting trial.

There have long been rumors around the waterfront regarding Curran's marital affairs, and we have had the pleasure of seeing an affidavit, signed by Rose Curran stating that Joe has sort of been playing around out of school,—if you know what we mean!

AFL-CIO Proposals

(Continued from Page 1)
and shall look forward to the final report on your negotiations."

Brotherhood Leaders Proposed
The CIO plan had gone to the length of specifying Constitution Hall of the DAR as the meeting place for the organizing of the new Congress. As president, they proposed an executive of such type as Alexander F. Whitney of the Trainmen, or David F. Robinson of the Enginemen and Firemen.

The meeting reconvened at the Department of Labor the following day, and the AFL representatives then agreed to consider the CIO proposal to set up an American Congress of Labor.

To Re-Convene in New York
This is all that was accomplished at this session of the two committees, which decided to meet again in New York on Friday of this week at 8:00 P.M.

A statement by Harry C. Bates, chairman of the AFL committee, said that not only would the Friday meeting consider the CIO proposal, but "any other suggestions that may be placed before it."

Wednesday's meeting gave another indication that President Roosevelt is insistent upon peace, when it was learned that he had personally requested Daniel J. Tobin, head of the AFL Teamster's Union, to serve on the committee.

Tobin was one of the original appointees, but withdrew. It was only because of Roosevelt's insistence that he agreed to serve. He is considered one of the AFL's most ardent advocates of peace with the CIO.

balloting shall continue for a period of four months.

Fraternally submitted,
DEAN CURTIS,

M.E.B.A. No. 41, Portland, Oregon
On a point of order by Representative Trainer in convention procedure, the Chair ruled the resolution out of order.

From the foregoing it would appear that the only reason the M.E.B.A. is still in affiliation with the CIO is because the expressed desire of the seagoing engineers for a referendum vote upon that question was ruled "out of order."

How Log Is Financed

Due to the fact that we have been in receipt of many inquiries in regards to the financing of the LOG, we will take this opportunity to explain the set-up to the best of our ability.

To start off with, the International originally assumes the cost of printing the LOG, and then, in turn, they bill the Atlantic and Gulf Districts separately for the number of copies they receive. The International then assumes the cost of the number of copies sent to the Great Lakes and to the West Coast.

The cost of printing 5,000 copies of the LOG is \$76.50, or .0153 apiece. For instance, for issue No. 4, March 3, the distribution was as follows:

Atlantic District—	
2,655 copies	\$ 40.63
Gulf District—	
1,700 copies	26.01
International—	
645 copies	9.86
Total	
5,000 copies	\$ 76.50

Inasmuch as the LOG is sent to all Branches via express collect, each Branch pays their own expressage.

BALTIMORE

(Continued from Page 2)

Coast men, discouraged and broken-spirited under the regime of the old ISU, et al., is a good thing to see and hear. The Port Council movement, which, due to Agent McKay's business with the affairs of this branch, had begun to slip back into the old, sluggish, lethargic methods of feet-on-the-desk artists, was shocked back into activity when Mac got his other affairs straightened out, and went after the Council again. Another meeting of the Council will be held shortly, and we are looking forward to action this time.

Passing through the drydock we noted that the flagship and pride of the "Fink Navy," the SS American Seaman (ex Edgemoor), is about ready to slide into the waters of the Patapsco, with May 1 scheduled as the great day. Coast Guard Commander Etzweiler, who is at present supervising the million dollar reconstruction job, will take her out, and thereafter supervise the tremendous task of teaching the links and phoneys of yesteryear how to make a half-hitch. We don't know who will get the job of teaching non-union psychology to the potential strike-breakers who take the cruises on the American Seaman, but we're willing to bet it will be someone in a fancy uniform, wearing a little Charlie Chaplin mustache, and who probably was raised on the philosophy that any seaman who dared to complain about a bug-ridden bunk, or stinking food, was just too, too naughty for words! We note that in the period of August 28, 1938 to February 4, 1939 the Maritime Service received 3,931 applications, and has a present enrollment of 696.

STEADY AS SHE GOES, BOYS! WE'VE GOT TO FIGHT THIS THING HARD! WE CAN DO IT! REMEMBER THE COPELAND BOOK!

Flight From Vessel Fails To Save His Life

CHARLESTON, S. C., Feb. 26.—Frank L. Cobb of Baltimore, 39-year-old chief officer of the freighter Cubore, died this afternoon in Roper Hospital.

He was brought here February 9 by Coast Guardsmen from the air base at Charleston Navy Yard, who had flown 275 miles out to sea to pick up the sick officer.

Mr. Cobb had been a seaman for twenty-three years, and was a native of Gaston County, North Carolina.

Be 100 Per Cent Union.
Be Progressive.

Headquarters BRIEFS

Last Monday night's New York Headquarters meeting, although not an excessively lively one, was well attended. Brother Nick Sipin presided in the Chair, and Sam Jennette was elected as Recording Secretary.

A resolution in the Boston minutes regarding employment of the men on the vessels of the Eastern Steamship Company was concurred in, with the proviso that the resolution also be applied to the port of New York, and that the shipping on these vessels be divided on a fifty-fifty basis between Boston and New York. This was designed as a measure to take care of the men who were thrown out of employment when these vessels were tied up last November.

Progress Of Negotiations

Atlantic District Emergency Board Chairman reported on the progress of the negotiations with the Seatrains Line, and stated that he hoped to have some more definite information for the members by the time of the next meeting. He indicated that only a few points are holding up the completion of the agreement.

Patrolman Scotto reported that he and Patrolman Serrano had covered the Seatrains New Orleans upon her arrival here last week and had been successful in securing considerable overtime due the engine department for work performed Saturday afternoon, December 24, Sunday, December 25, and Monday, December 26. They were also successful in getting payment of overtime which both the deck and the steward's department had coming to them. Scotto reported a 100 percent militant SIU crew aboard this ship.

Both dispatchers McHenry and Hart reported shipping very poor in all departments, but were optimistic about the future.

Question Dismissal

The question was brought up on the floor regarding a wiper who had been shipped out of New York on the SS Margaret, and had later been taken off in Baltimore. Agent Weaver explained to the membership that he had received a letter from Patrolman John Lui of Baltimore, saying that the wiper had been removed because of his inability to speak or understand English. Because of circumstances surrounding the case at the time this man was shipped in New York, the membership took the stand that he must have been removed for some other reason, and it was moved, seconded and carried that the crew of the SS Margaret be investigated upon their return to New York, in order to discover the real reason for this man's dismissal from the ship.

Under the heading of Good and Welfare, Organizer Guinier gave an interesting talk, and warned the membership against taking any personal stand on the reports made by any of the officials, and the meetings adjourned at 9:30.

The crew of the Seatrains Havana, upon her arrival in New York this week, presented Patrolman Thompson with \$13.30 for the Hospital Cigarette Fund. This money is used to buy cigarettes and tobacco for members in the marine hospitals in bad standing.

We wish to take this opportunity to thank these brothers one and all, and we assure them that the boys in the hospitals will certainly be grateful to them for their generosity.

Donation Acknowledged

The SEAFARERS' LOG wishes to thank Brother A. Harde for his thoughtful donation to this publication. Out of a clear sky, the brother sent in a Money Order during the past week, with the request that the money be used towards the support of the SEAFARERS' LOG.