

P & O STRIKE STILL ON AS MEN STAND FIRM

NMU Officials Play Finky Game But Plans Fall Through

FINKS ON SS FLORIDA

Miami, Fla., Aug. 29—On July 25 the men walked off the P&O ships. On July 28, negotiations were broken off, and the U.S. Conciliator declared a deadlock.

Ten days later Soup Kitchens were set up along with commissary to take care of married men and families.

On August 21, an injunction was served on the SIU, because, according to the press, there would be bloodshed when a crew was recruited.

Finks Shipped

On August 22, the P&O Company began hiring a crew, and the finks went to work. After scurrying around, the company finally secured enough to take the ship out, but could not get a full crew.

On August 25, the ship (SS Florida) sailed, and arrived back on August 28, with two ambulances and a hearse meeting her. Approximately fifteen finks quit the ship and scrambled.

The men are still on strike, and intend to win. They will win with the wonderful financial support they have been getting.

Fighting NMU Officials

The strike is now in its sixth week, and going strong, in spite of the fact that we are not only fighting the shipowner, but also the NMU officials. The Pilot came out on August 18, with statements which were absolutely untrue, but which indicated what the company planned. However, the statement were not made through the public press until five days later. How did Frank Jones, NMU agent in Miami, get his information if he was not working for the company?

Jones stated this week that the

"NMU two-book-carriers" will deliver the ships. To whom does he mean? He can mean only the shipowner.

Commies Plan Flops

The commie stooges are running around frantically because their plans have fallen through. They had a sweet set-up, but they forgot that the men have been sold out by dictators often enough, and under the banner of the SIU we have a true democracy.

NMU agent Jones was reported aboard the SS Florida, contacting the finks, and this was reported by a member of the SS Munargo's crew. He also went aboard a Standard Oil tanker today to organize the finks, and was told by the crew that they were 100 per cent finks, and didn't need to pay dues to an organization that OK'd finking. This seems to be the policy of the officials of the NMU,—to organize finks, whether there is a picket line or not. When an AF of L picket line goes out, it seems to be the signal for the commies to come flocking in and do a little fancy finking and fink-herding.

The Central Trades is backing us 100 per cent, and Walter Hoyt, Secretary of the State Federation of Labor, has given us wonderful cooperation.

CIO MOVE ON WEST KYSKA FLOPS ON WEST COAST

Teamsters Ignore Phoney Picket Line as Commissars Rave

SUP GIVES COOPERATION

San Francisco, Aug. 24 (WCS)—Hailing from the Port of Mobile, operating under closed shop agreements—manned by a bonafide 100% strike-clear crew—shipped from Union hiring halls—comes the handy little ship called the SS WEST KYSKA into the Port of San Francisco this week.

This vessel is owned by Waterman, and usually runs across to Europe from South Atlantic Ports.

She is chartered to make a few trips intercoastal.

Sudden and Christensen are the agents from this ship while on this coast but have nothing to do with the crew or the ship, which is operated directly by Waterman.

A Union Crew

The Waterman Line ships, including the WEST KYSKA, have Seafarers' Intl. crews, shipped out of Union halls in the Gulf. The Gulf District Seafarers' have agreements with the Waterman Line which are on a level with and, in some instances, better than some of the West Coast agreements. They call for all

shipping through Union halls. This agreement was won by the Gulf seamen through strike action by the seamen on these ships, and they have continually improved their conditions on these ships through job action.

Previous to the arrival of the West Kyska in San Francisco, the Firemen's and Cooks Unions in

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Bull Line Contract Ratified by Members

Changes to Be Made Before Signing

Announcement of the completion of the voting on the Bull Line agreement was made at last Monday night's Atlantic District Headquarters meeting. The results were as follows:

GENERAL RULES:

Deck Department—

Yes 145; No. 33

Eng. Department—

Yes 91; No 40

Steward's Department—

Yes 81; No. 29

WORKING RULES:

Deck Department—

Yes 135; No 42

Eng. Department—

Yes 97; No 34

Steward's Department—

Yes 81; No 36

The total vote cast in favor of the General Rules was 317, and 102 against. On the Working Rules 305 voted in favor, and 112 were opposed. In other words, the agreement was ratified by a better than seventy percent margin.

However, although the agreement was ratified by the majority of the men on the Bull Line ships, it will not be signed until certain requested changes have been made. Emergency Board Chairman Dushane, in company with Arthur Kelcey, met with Bull Line officials last Tuesday afternoon, and it was agreed by the company that the necessary changes will be made in the agreement. As soon as a corrected copy is drawn up, the agreement will be signed.

Although the new agreement has met with some adverse criticism by certain parties, it is nevertheless a vast improvement over the old one. When the clarifications and changes are inserted, it will look much different from the original draft.

New Bedford Line Signs Agreement

Militant Action By Crews Gets Results

On Thursday, August 17, an agreement between the Seafarers' International Union of North America and the New Bedford, Martha's Vineyard and Nantucket Line of the New England Steamship Company, was signed.

This company operates five vessels on this seasonal run, and all of the employees come under the Railway Labor Act. The members of the unlicensed personnel aboard these ships, after the 1936-37 strike, were unorganized, and negotiated an agreement for themselves. According to Brothers Dushane and Frank Berry, these men are a very militant body of men, and went to town for the conditions gained under the terms of the newly signed agreement.

They had previously informed the company that if an acceptable

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TWO ISTHMIAN LINE SHIPS STRUCK IN GULF PORTS

Company Agrees to Terms, Following Militant Action by Membership

CONDITIONS GAINED BY SIU

New Orleans, La., August 22—Struck SS Atlanta City in Mobile on August 18. Struck SS Steel Ranger here yesterday. Longshoremen backing our beef 100 per cent, and respecting our picket line.

Crews off about 90 per cent on both scows. Stew-pot here

Buckley Declares Himself On Stand

Charges Marthey With Sailing Hot Oil Ship

Attention Claude Marthey:

Reports come to me in the port of Houston that you have taken it upon yourself to write an article questioning my stand in the marine industry.

It is beyond doubt that Marthey wishes to impress the members of the SUP, and the commies, to whom he has suddenly shown such favoritism that his record as a militant Union man is beyond reproach.

Stand on ESSO Strike

Brother Marthey,—why haven't you informed your SUP brothers as to your stand during the Standard Oil strike, while you were in the Port of New York? Why don't you tell your SUP brothers where that ship you sailed from the Port of New York got its bunkers? Hell!—Marthey,—be honest for a change, and give the working-ox a chance! Tell your SUP brothers the truth concerning my stand during the tanker strike;—tell them why I was so damned long ashore in New York! Had I been as job conscious as yourself, it would have been easy to get at the point of production; but you know it was because of the distasteful odor that emitted from "scab-oil" that kept me so long from the point.

Can't Take Heat

There is one thing that has always been noticeable among those men who shout in bar-rooms, and on street corners, of their militancy:—they are damned hard to find when the heat is the heaviest;—where it takes more than booze to give a man intestinal fortitude to fight the opposition in the Labor field. If you think it's a picnic in the West Gulf, take a stroll down in this country, and we will show anyone who may be interested to that extent, what type of RATS and finger-men we men in the marine industry are forced to contend with in our endeavor to build up the SIU.

One Track Mind

To permit yourself to hold to a one-track mind because of your personal feelings towards a few individuals, is proof of stupidity, and a sign of lacking in that type of principle which every militant man has within himself, to come out openly, regardless of the re-

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set up for pickets. Strong picket lines being maintained. This crummy outfit, in the past, has bought off the pie-cards of the ISU, NMU and several other outfits. At last they are struck by the SIU,—which is run by the membership, with no danger of a sell out!

So, in the near future, we will be able to sail these scows with A-1 conditions. After all, these are the only freight ships sailing to the Pacific Coast with phoney conditions. Of course, the M.C. operates the Baltimore Mail Line to the Pacific, with lousy conditions and NMU crews. Soon, that also will be rectified.

The SIU is out to gain and maintain the best wages and conditions possible to achieve. We are being sold out daily by the NMU top committee, who advocate political activities, compared to the SIU direct action.

"Red" Dean

The beef on the Atlantic City and the Steel Ranger was straightened out when the company was contacted in New York, and agreed to pay overtime for all work performed on Saturday afternoons, Sundays, holidays, and after 5:00 P.M. and before 8:00 A.M. It was agreed that food would be improved, and working conditions adjusted satisfactorily. The company also agreed to remove the men who refused to leave the ships when they were struck. This was done, and a crew for the Steel Ranger was shipped from the New Orleans SIU Hall.

SIU Does It

New Orleans, La., Aug. 29—Re: the Isthmian S.S. Co. beef:

Being a Gulf man, and knowing this phoney company's tactics, and their trying for quite awhile to evade having their ships organized, the SIU has done something that neither the phoney NMU, nor the phoney old ISU could do.

The SIU has gotten West Coast conditions on two of this company's ships, and as fast as their ships hit port, the same West Coast conditions will be gotten on them.

Ships Lousy

The beef for conditions started when the SIU patrolmen contacted the crew of the Steel Ranger and told them the score. They responded by walking off and hitting the picket line, with the remark: "We have been waiting for this for a long time, for conditions on these ships are really lousy!"

Well, the picket line was going

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RESULT OF P&O STRIKE WILL AFFECT ALL

Immediately following a motion at last Monday night's Atlantic District Headquarters meeting to donate fifty dollars to the P&O strike fund, the following motion was unanimously carried:

"THAT AN ARTICLE BE PUT IN THE 'LOG' CONDEMNING MEMBERS ON SHIPS WHO HAVE NOT DONATED TO THE P&O STRIKE FUND."

It seems to us that a rather deplorable state of affairs must exist when it becomes necessary to even introduce such a motion on the floor, and if the poor response met with on the ships is any criterion of the true Union spirit of some of our members, then a sorry state of affairs certainly does exist!

REVERSE YOUR POSITIONS

It is, of course, quite true that a good many ships have been quite generous with their donations to this very worthy cause, but a whole lot more haven't kicked in with even a solitary dime! No,—they can't afford to support a bona fide strike of their Union Brothers,—but still, they can well afford to stand up against a bar and guzzle their money away!

Place yourself in the position of these brothers who are on strike, and think how you would feel if the members of your own organization didn't dig down in their pockets, and lay it on the line, in order to keep you from going hungry and without a place to flop. How would you like it? You wouldn't like it at all! Some day you may find yourselves in this very same position, and then you'll be the very first one to holler if your Union brothers don't contribute their financial support to keep you from going hungry!

HELP DESPERATELY NEEDED

To you men who are at the point of production,—on the ships: It wouldn't be working any particular hardship on you to donate at least a dollar to help your brothers out, and by so doing, you will be well aware of the fact that you are contributing to something well worth while, and that your generous aid will be more than appreciated. **HOW CAN YOU CALL YOURSELVES UNION MEN UNLESS YOU ARE READY AND WILLING TO HELP YOUR BROTHER UNION MEMBERS? THESE MEN WHO STRUCK THE P&O SHIPS NEED YOUR HELP DESPERATELY, AND YOU CAN'T, CONSCIENTIOUSLY, AFFORD TO LET THEM DOWN!**

These men struck these ships in a sincere effort to better their conditions through the signing of a fair working agreement. The P&O Company has refused to grant these men their just demands, and are doing their best to break down their morale. **IF YOU LET THEM BREAK THIS STRIKE, YOU ARE ALLOWING THEM TO DO SOMETHING WHICH WILL AFFECT THE FUTURE OF THE ENTIRE SIU! IF HIS STRIKE IS LOST, YOU MAY AS WELL CLOSE UP THE MIAMI AND TAMPA HALLS!**

SUP Man Finds Lack Of Militancy in NMU

Marine Hospital,
Staten Island, N. Y.

Editor,
The LOG

Dear Brother:

I hope you can find room in your next publication of the Seafarers' LOG for this article.

In the hospital here, it is practically 99 percent NMU, but one would be surprised to observe these men and see how lax they are in the matter of militancy. One can point out to them how the comrats are selling the membership down the river, and it doesn't faze them a bit. Some contend with the idea, that since the real rank and file of the Gulf was thrown out of the Union, there is nothing they can do but wait for the axe to fall.

Keep Check on Phonics

When the axe falls, it is going to be too late to do anything about it. It is my belief that this September will see the last of the NMU. But what then? The commissars are going to rush into the AFL and try to pull it apart, as they have always done.

In my estimation, it would be a good idea to keep a check on all the stooges trying to get into the SIU, and refuse them a book. Furthermore, close the books when the NMU folds up. Why I say this, is because everyone has a chance to join now, and they know the NMU is phoney by this time. If they don't know it by this time—well, you don't want people in the SIU who are as dumb as that.

Committee Calls

I put out some literature yesterday about noon, and you would be surprised at the results. Nobody said anything right then, but after supper I was visited by a committee of three. They asked me who was putting out the disruptive literature. I told them it wasn't disruptive, in the first place; in the second place, since they came direct to my bunk, they must have known it was me. I also asked them why they didn't read it, and learn the truth. They said they had read it, and I asked them if the truth hurt! They said they didn't give a damn if it was the truth or not, as it was still disruptive, and, furthermore, that the men in the hospital weren't going to read it. I told one of them that it was a helluva union where the membership couldn't read what they pleased. They finally wound up the argument by asking me if I didn't think that putting out those papers wasn't a good way to keep from growing old? Now can you imagine any commy getting militant enough to dump anyone? That makes me

NEW BEDFORD LINE

(Continued from Page 1)

agreement was not signed by August 17, they would hang the hook. These men weren't fooling—they meant what they said!

Negotiations had been broken off the week previous, when a satisfactory settlement could not be reached, and the men then informed the company that if they did not sign on the dotted line by the following Thursday, their ships would be struck. Negotiations were resumed on August 16, with Emergency Board Chairman Dushane and Providence Agent Frank Berry, assisted by a crew member of each of the five ships involved. A satisfactory agreement was then reached, and the contract was signed the following day.

Included among the gains was a ten cents an hour raise in the overtime rate, and a like increase for stand-by work. Previously, the unlicensed personnel was obliged to pay the full cost of any uniforms they were obliged to wear, but under the new agreement, the company assumes fifty percent of the cost. Double days pay for Sunday work is also included, and the overtime conditions are well taken care of.

The agreement expires in June 1940.

laugh! When they were leaving, I told them to call again next week, and I would give them some more truth about the way the NMU is selling out!

What does all this mean? Is the membership of the NMU falling out so fast that they are beginning to feel the dues collecting racket leaving them?

Don't Want Too Strong

Before closing this, I would like to know why the NMU officials allowed the SIU to get such a hold on the E.C., if it isn't any good, as they claim? The NMU had been in full power for three years before the SIU came into being. If they were really sincere with the membership, they would have had the E.C. tied up tighter than all Hell. But no, they don't want it too strong, because they could not pull it down when they wanted. They don't like to see things going too smoothly, because, after all, it is a known fact that they thrive on dissension and human misery.

In conclusion, all I can say is: When will the members wake up and join a real Union, and quit being kidded by the party?

(Signed) SUP Number 4840

P.S.—There are plenty of party members who would like to know who wrote this, therefore, withhold my name, if possible. Thanking you for same, I remain yours for a bigger SIU!

Have You Voted on the Proposed Constitution?

RESULT WILL AFFECT ALL

It won't be long now before the Evangeline will be going to Florida to go on the run with these struck ships, and whatever agreement is signed by the P&O will be applied to the Evangeline. **IF THE P&O STRIKE IS LOST, THE MEN ON THE EVANGELINE WILL ALSO BE DIRECTLY AFFECTED!** And, as yet, the crew of the Evangeline have donated very little to the P&O strike fund!

However, although the Evangeline will be the only East Coast ship affected directly by the result of the P&O strike, every ship on this Coast will sooner or later feel the effects of it. **IF THE MEN OFF THE P&O SHIPS LOSE THEIR STRIKE, IT WILL BE A DIRECT LOSS TO EVERY MEMBER OF THIS ORGANIZATION!**

COME ON FELLOWS!—SHOW YOUR TRUE UNION SPIRIT, AND DIG DEEP IN THE OLD SOCK, AND LAY SOME REAL HARD CASH ON THE LINE TO HELP YOUR UNION BROTHERS IN DISTRESS!

DON'T LET THE P&O STRIKE BE LOST!

Militant Activity On SS Pan Atlantic

Strike Fund Favored
By Crew Members

DONATE TO P&O

SS Pan Atlantic
At sea.

Editor, The "LOG":

"Scotty Ross' Navy":—You know, fellows, I've read that, and heard it so often,—that when I shipped on the SS Pan Atlantic at New Orleans on June 17th, my bags stayed unpacked for several days, because I couldn't believe these Baldwin County and Mobile Bay rust pot jumpers could really be so militant and determined, to get what was coming to them! The spirit of Unionism they showed in sticking together 100 percent on every real beef to better conditions on this ship, has changed my opinion, and those of you who read this could benefit, and be better Union men in following some of the examples of Unionism this crew has shown in the tight places.

Donate to P&O

Before reaching Tampa, the fellows took up a collection of thirty dollars for the benefit of the boys out on the P&O strike. Every member of the crew contributed, and some of the licensed personnel gave to the collection.

At the last meeting held on board, the crew also unanimously voted in favor of the following resolution:

Inasmuch as the agreements between the Waterman SS Co., the Bull Line, and the Mississippi Shipping Co., all expire on December 1st, of this year—that for our protection and insurance, in the event there is trouble in securing from these companies an agreement satisfactory to the members of this Union, that a strike assessment fund of \$5.00 per member be started. This fund to be placed in trust in the Gulf Headquarters bank, with the understanding it is for use in strike relief work only, in the Gulf District. Also that no loans can be drawn against it in any way by the officials of the Union, and the distribution of the funds may be made only after expenditures are approved by a committee elected by the Gulf membership.

Strike Fund Advocated

The foregoing motion was unanimously carried, and the thought was expressed that in having a separate strike fund in the Gulf District such as the West Coast members have for their District, that the Atlantic District will also start similar action along the Atlantic Coast.

In conclusion, would like to add that we feel brothers Gunnison and Curry are deserving of a word of confidence for the orderly manner in which they are conducting the strike against the P&O Line. The crew of this ship also feel that if contact was made with the ships' delegate of those vessels that regularly make Tampa, before these ships arrived at this port, and were requested for financial assistance in helping to carry on the work in connection with this P&O, would be made towards this P&O strike fund.

G. Shelton, Book No. 71, Gulf

SHIPMATES HELP

As ample proof that goodfellowship exists between crew members of the SS Texmar and the SIU, a fund of \$17.50 was collected for Dominic Spalla, who was stricken with appendicitis and rushed to the hospital before arrival in Boston.

HERE and THERE in the GULF

Action Brings Results On SS Atlanta City

Skipper Sees Light as Crew Hits Dock to Enforce Demands

SHIP STRAIGHTENED OUT

Mobile, Ala., August 28—During the last week, things are shaping up to where the members are on the pin, and want to know what is wrong if there isn't some ship alongside the dock for conditions. The prize was the Atlanta City, one of the rust pots running for the Isthmian Line. This scow was tied to the dock for nine days, and the whole beef should have been settled in a few hours, but a gentleman on there who is masquerading as master of the ship had other ideas, and brothers, Admiral Land is a piker compared to this guy!

Skipper Fires Two

First, he couldn't see us at all, then when he saw that the ship was set until he did, then he started—and I mean started! There were two men on the ship whom he refused to take back at any price. One of the men was a swacko, and the other was fired for incompetency. The lad who was a swacko said, "Sure, that's right, I'll get off the ship; the other man said, "What the Hell, I made a six months trip on this same ship some time back, and got along O.K. I've been on the ship now for three weeks, and when I start squawking, I'm fired because I can't do the work." Yeah, we thought so too, so when the ship stayed for another twenty-four hours, and then he took the man.

But, here is the pay-off:—When we told the skipper that the lad who took a drink once in awhile was content to get off the tub, but that the other lad was sailing the ship, he turned around and said, "No smoke"—that he would take the drinker, but not the other one. So you can see that he was going out of his way to cooperate.

"Old Man" Sees Light

When the crew returned to the ship Saturday afternoon, the "Old man" said that the crew would turn too at once, and no delegates allowed on the ship. So, off again came the crew. Then I blew my lid, and told the master and the agent that if the crew had to take their gear ashore again, that it would stay ashore until everything was reduced to writing. Then we got some action. We sat on the dock and argued with this skipper for an hour until we gained our point, and to make it certain, we had him buy the crew their dinner ashore before they turned to. Today, Monday, the ship is back in from Port St. Joe and all hands say things are fine.

Labor Day Parade

On the Coast, if a few of our SUP patrolmen will get these ships that come in there, and get them to sign the SIU pledge cards, it will give us a big boost; as a lot of these ships run from the East Coast where they can't be contacted. So how about it?

We are trying to get a real Labor Day parade lined up here—the first in ten years. Watch our smoke!

The Point Clear is due to take a crew very soon, and by the time this is printed, all the Swayne & Hoyt ships in the Gulf will be back in operation.

The fishermen here are coming right along, and very soon they will be a force to be reckoned with.

Steady as she goes!

Armstrong, SUP 2983

ISTHMIAN BEEF

(Continued from Page 1)

full blast, with the longshoremen supporting us 100 per cent, by refusing to go through the picket lines. When the company saw the unity and solidarity of this port, they quickly came coco.

The Steel Ranger here, and the Atlanta City, which was struck in Mobile, sailed with 100 per cent SIU crews.

Credit Given

I comment, brothers, that the officials and members of the SIU should be commended for the way they handled this situation. I think with our brothers organizing the SIU, a real rank and file democratic organization is being built up. I was on the picket lines, and observed the SIU membership and officials really going to town for a bona fide rank and file organization, to gain better wages and conditions.

Fraternally yours,
E. M. Boudreaux, SUP 4191.

CREW APPRECIATIVE

SS Delplata,
Pilotown, La.,
August 23, 1939.

Dear Brothers:

We are now bound South again on the good ship Delplata. We are proud of "Red" Dean and Finn for settling all overtime beefs, and perfect conditions and chow.

We are all 100 percent SIU of NA.

Crew of SS DELPLATA

NMU CONDITIONS?

SS Delplata,
New Orleans, La.

Dear Brothers:

Leaving Houston, in the ship channel we passed the SS Mackay, laying at Deer Park. This is a new ship constructed by the Maritime Commission for the Pennsylvania Shipping Co. There is a full NMU crew aboard the vessel, who shipped out of the Maritime Commission "Fink Hall" up East.

These phoneyes were painting over the side at 6:00 P.M.—Maritime Commission Training Ship style. On inquiring at the dock, we were informed that the crew of this ship work overtime for time off. If these donkeys could see the working and living conditions we have on this SIU agreement ship, they would ditch their commie-controlled NMU, and strike these ships for SIU negotiations for conditions.

The general working conditions on this ship (SS Delplata) are good; quarters and living conditions are first class—much superior to many West Coast ships.

One good feature of the SIU is the industrial type of organization, which insures the members of a united front of sailors, firemen and stewards departments, in any beef against the boss.

Fraternally,
Robert A. Grimes, SUP 2015

WEST KYSKA BEEF

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San Pedro were notified by the higher-ups at Headquarters to tie up the West Kyska upon her arrival at that port. However, the San Pedro Branches of both unions refused to be used to drive bona fide union men off a ship, and passed the matter right back into the laps of the top-flight master-minds.

Phoney Move Starts

On August 21, in San Francisco, Bruce Hannon of the Maritime Federation, Walter Stack, and Cayton of the MC&S informed Sudden and Christensen that the SIU crew would have to get off the ship, and be replaced by men who would be supplied by them.

This action was taken up at the regular SUP meeting that night, and after the matter was explained to the members, they went on record to back up the SIU crew on the West Kyska 100%. The MFO&W was notified that if there were any replacements to be made in the black gang, they would be made from the MFO&W hall.

Stack Performs

The West Kyska arrived in San Francisco on the morning of August 22, and were met by a picket line of MC&S members, Wednesday afternoon, comrade Walter Stack called a rump meeting of the MFO&W, and went on record to picket the ship. A picket line was dispatched the following morning, but when the pickets discovered what the beef was all about, they immediately returned to their hall, and stated that the beef was phoney!

In the meantime, the Teamsters, who have always respected a legitimate picket line in Frisco, declared the picket line phoney, and drove their trucks through.

Injunction Granted

On Thursday, August 24, Dean Wayne Morse, longshore arbitrator, handed down a blistering indictment of CIO tactics used in the West Kyska beef, and rendered a decision that the picket line was not only in violation of the agreement, but was illegitimate, and not even official.

Judge Griffin, to whom ship-owners had applied for an injunction in this same dispute, granted it, forbidding the CIO to continue picketing the West Kyska.

Thus was the phoney attempt of the CIO foiled. Their efforts to have bona fide members of the SIU removed from the ship in order to make jobs for their own members, were defeated through the complete cooperation of the SUP, and the refusal of the Teamsters to recognize a phoney picket line.

BUCKLEY

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proach he expects to receive regarding his former stand to the opposition. For, were it not for those men within the Labor field who are willing to stick out their necks in order to steer their fellow worker on a steady course,—we, in the marine industry would still be working for slave wages.

The sneers that you, or any of your type wish to throw my way, matters not to me, for whatever I have done has always been in the open. Can you say as much for yourself? YOU SHALL ALWAYS REMAIN, IN MY THOUGHTS, AS THE MAN WHO SAILED WITH SCAB OIL! YOU SHOULD REALIZE THE DEFINITION OF ANYONE WHO SAILS ON A HOT CARGO SHIP!

Jos. S. Buckley,
Book No. 312 Gulf

ASKS MEMBERS TO COOPERATE

SS Evangeline,
Boston, Mass.,
August 28, 1939.

"United we stand, divided we fall."

That phrase has been staring the membership in the face time and time again. To some of the members these are just meaningless words. The books that some carry are just for the sake of a job. Do you call that Union spirit? If all the members were interested in the Union just for the sake of a job, the shipowners would be in their glory. Sooner or later there would be a collapse, and the bosses would again hold the whip hand. There remains in a class by themselves, members who know what they want—who know what's right. It is those men who attempt to better conditions and get higher wages, but their hands are tied because there is a small percentage of spineless individuals who call themselves Union men, who will not cooperate, but who are content to sit back and be satisfied with anything.

It has been proven numerous times that there is strength, and in the case of the shipowners, might makes right.

Up and down the coast, nominations and election time are drawing nearer. Will it be the old story of "You vote for me, and I'll take care of you?" Or will the members wake up to the fact that they want new blood? Honest seafaring men who are capable of handling the job;—men who are now working on ships, who associate with the crews, and know of faults that have to be remedied. This is your Union, boys—you benefit or lose by its governing.

The time for house-cleaning has arrived. Cooperate, and do your bit, by taking part in your Union activities.

Vincent J. Yakavonis,
Book No. 1774

PHONEY EXPOSED

New Orleans, La.,
Aug. 29, 1939.

To Roland Dean, Gulf Org.:
I am calling your attention concerning the ex-boatwain of the SS Edgar F. Luckenbach, whose name is W. Dean Lea, SUP Book Number 3201.

I have learned through reliable sources that this man applied for membership in the NMU, and I have done a little investigating myself, and found out that this man now has a NMU book.

Being an ex-delegate of said ship, I have looked back into the minutes, of which I have the records, and a copy of said minutes was sent to SUP Headquarters.

Now:—the minutes show that this man was charged with violating the working rules at various times, while boatwain on said ship. He had to quit here, on his own accord, saying he would go to Headquarters and stand trial. It looks like the phoney has no intention of defending himself against said charges at a trial, and openly admitting his guilt and phoney tactics, by changing his book at a time like this.

The NMU has lots of phoneyes in their union, so I think one more will not hurt them. The old saying is: "Birds of a feather flock together."

Fraternally yours,
E. M. Boudreaux, SUP 4191,
Ex-Delegate,
SS Edgar F. Luckenbach

P&O DONATIONS

- SS ROBIN ADAIR \$30.00
- F. J. Klippberg 1.00
- G. W. McQuay50
- W. Mackin 1.00
- F. Baron 1.00
- A. M. Wonson 1.00
- G. S. Grant 1.00
- A. Wright 1.00
- A Shipmate50
- W. Beebe50
- J. J. Jackson 1.00
- SS SEATRAN HAVANA 28.70
- SS ROSARIO 5.50
- SS MARGARET 7.00
- SS OREMAR 2.40
- SS DELNORTE 22.50
- SS DELPLATA 62.74
- SS DOROTHY:
- Beebe50
- SS CLARA:
- P. White 1.00
- SS POINT ARENA 1.00
- Sailors' Union of the Pacific 100.00
- N. Y. Branch SIU 100.00
- SS BOSTON 3.75
- L. S. Ortiz25
- SS NEW YORK:
- (Eng. Dept.) 6.50
- W. Love 1.00
- SS EVANGELINE:
- (Steward's Dept.) 2.00
- SS ST. JOHN:
- (Eng. Dept.) 4.75
- Dan Barrett50
- G. Kinghorn50
- SS YARMOUTH:
- (Eng. Dept.) 4.00
- (Deck Dept.) 3.75
- SS BOSTON:
- (Eng. Dept.) 2.15
- H. Lavender25
- J. Kicklighter25
- J. Pinkus50
- T. Kerig30
- R. Paul50
- F. Roche50
- G. Lepp 1.00
- SS NEW YORK:
- (Deck Dept.) 9.10
- M. R. Gustavus 1.00
- E. Smith 1.00
- SS GEO. WASHINGTON:
- (Eng. Dept.) 7.00
- (Deck Dept.) 9.50
- (Steward's Dept.) 5.75
- SS ACADIA:
- (Eng. Dept.) 15.75
- Laborer's Local No. 850,
- Miami 15.00
- SS CASSIMIR 18.00
- F. Lauritano 2.00
- H. Rocafort25
- H. Estwick 1.00
- V. E. Raymon25
- A. Scott 1.00
- B. Johnson50
- SS JEAN LAFITTE:
- (Bos'n)50
- SS MAJOR WHEELER . 3.10
- SS PAN ROYAL 5.05
- Boilermaker's Union,
- Tampa 25.00
- SS TOPA TOPA 10.50
- Pipe Fitters Union,
- Tampa 5.00
- J. E. Smith45
- SS IPSWICH 12.50
- Boilermakers SAL & ACL RR's 5.00
- SS MAE 4.49
- SS BELLINGHAM 6.00
- Gene Don10
- SS PAN ATLANTIC 30.36
- SS HASTINGS:
- (Bro. Guess) 2.00
- SS CLARA 1.94
- SS SHICKSHINNY 9.00
- SS TEXMAR:
- (Deck Dept.) 11.30
- (Eng. Dept.) 6.00
- (Steward's Dept.) 5.00
- TUG MONTROSE 1.20
- TUG SAMPSON 3.20
- Baltimore Meeting collection 6.37
- Members in Baltimore Branch 23.00
- Add to DONATIONS to P&O
- SS COLABEE 27.50
- SS ACADIA:
- (Deck Dept.) 8.00
- SS PANAMA CITY 21.50
- SS PENNMAR 7.00

NEWS and VIEWS from the LAKES

BUFFALO
10 Exchange Street

MILWAUKEE
730 S. Second Street

DETROIT
1038 Third Street

CLEVELAND
1426 Third Street

CHICAGO
810½ N. Clark Street

STEWARDS ON GEORGIAN BAY BOATS COMING INTO SIU

Secord's Phoney "Union" Loses Out As "Agent" Refunds Money to Men

STOOGES START RUMORS

Buffalo, N. Y., August 19—Organization of the steward's department on the Georgian Bay boats proceeds at a steady pace. The chief steward on the SS South American, who had acted as a willing Secord Agent at the beginning of the season, withdrew gracefully from the picture by refunding to the crew 25% of all money he had stolen in the name of Secord's "union". This 25% represented the Steward's "cut". At the same time that Secord's agent weakened under pressure of strongly organized crews, the company shows signs of desperation.

On the "South" the crew is 100% organized. Everything runs smoothly on that ship. The crew received part of the money stolen from them. Plans are being laid for a contract next season.

Stooges Start Rumor

Just after the "South" sailed from here the SS Alabama docked. On the Alabama the Steward's department is not organized as strongly as on the other two ships in this outfit. Among this partly organized crew, General Manager Hatch and some of his stooges whom he has placed in key positions there are spreading the following rumors: 1) that the Georgian Bay Co. has signed a contract for another year with Secord; 2) that the Company will lay its ships up if members of the stewards department join the Seafarers; 3) that if the Seafarers force the company to sign a contract, white men will be shipped to replace the negroes now working there.

No Contract for Secord

These are lies, lies, lies! Hatch would not dare sign a contract with Secord for next season. As for laying up the ships: Hatch knows that there is danger of his ships not running next season, only if he and Mr. Secord put their heads together again. Hatch has already agreed to sign with the Seafarers' net season. There is no question any longer about whether the men want union representation. The "North" and "South" are 100% Seafarers' ships. Union men from the three Georgian Bay boats are holding a meeting in Chicago this month to draw up a set of working rules, and wage scale, and to elect a negotiating committee to present same to Mr. Hatch. They are determined to get a closed shop contract for next season.

Stewards Militant

Characteristic of the high union spirit prevalent among the steward's department members is the following statement mimeographed and sent to all boats by the crew delegate off the SS South American:

"To all members of the Stewards' Union of the Great Lakes: "On Thursday, August 17, the Steward's Dept. on the South American received reimbursement to the amount of 25% on the dollar paid in said union. "All these funds supposedly

It is the Duty of Every Member to Vote. Have You?

came from the Steward's pocket.

"Time is short! Take action now!"

Signed—

Leon Mitchell, delegate Seafarers' International Union SS South American

The men on the SS Alabama want to force the chief steward there, one Mr. Bailey, to cough up the 25% "take" he pocketed from money stolen off them. Swift, chief steward on the "South," did it! Why can't Bailey?

Vicious Rumors

Next trip our organization on the Alabama ought to be solid enough to force the hands of the racketeers there. At present it is the vicious rumors spread by the company that is keeping the men divided. Nothing could be more slanderous than the rumor that the Seafarers want to replace the negroes with whites.

In spite of these rumors, members of the steward's department are coming to clearly understand that the Seafarers' International Union is an organization of seamen, run by seamen, to improve conditions and raise wages of seamen. In our ranks today are seamen of various races, religious beliefs, nationalities and political views. We have to all stand together to fight for better conditions for all of us. The attempt to divide workers according to racial and national lines is not a new trick of the boss and his stooges.

NOTICE

Membership books for the following men are being held at New York Headquarters: Milton Weiner, A No. 4—Deck M. Bianchi, A No. 2319—Deck Frank E. Harvie, A No. 2671—Deck

Charles W. Johnson, A No. 3163—Deck E. Rivera, A No. 2735—Eng. L. Culafato, A No. 2401—Stwd. Burgess W. Davis, A. No. 3556—Stwd. Erasmo C. Vega, A No. 4034—Stwd. C. F. Stouch, A No. 4642—Stwd.

If the foregoing members will write to Headquarters stating what Branch they wish their book sent to, it will be forwarded to the Agent of that particular Branch. Members wishing their books to be sent to a private address will be requested to give a description of themselves.

Anti-Closed Shop Law for Alabama

Labor Forces Fighting Vicious Legislation

LEWIS-CIO BLAMED

Montgomery, Ala., August 21 (SLNB)—This great state, which gave to the United States Congress its Speaker of the House, and to the United States Supreme Court that great exponent of liberalism, the Hon. Justice Hugo Black, and to the United States Senate that great Roosevelt supporter, Senator Lister Hill, and that stalwart Democrat, Senator Bankhead, is now showing indications of becoming the most reactionary state in the South, if bills introduced in the State Legislature here are to be taken as an interpretation of Alabama's thought and philosophy.

Labor Forces Fighting

A bill has been introduced in the state legislature making it unlawful for an employer to sign a closed shop agreement with a union of his employees. It is the first time in the South's history that such a bill has been introduced in a state legislature. Labor forces are fighting the proposed measure, and it may be that the thinking people of the state will be able to keep the legislature from enacting the bill into law.

With the New Deal being praised far and wide for the consideration of the laboring people; with Speaker Bankhead, and Alabama congressmen being a big cog in the wheel of the New Deal; with Senator Lister Hill of Alabama being one of the following supports of the New Deal; with Senator Bankhead being a stalwart leader in the hosts of Democracy which claims so much credit for looking after Labor's interests, and with Justice Hugo Black being such an outstanding advocate of the New Deal's program that he was appointed to the United States Supreme Court; with all of these Alabama leaders constituting so much of the New Deal's power, it is remarkably strange, according to Labor leaders here, why it is that their state legislature is becoming the most reactionary in the Union.

CIO Blamed.

The one man responsible for this deplorable state of affairs is that muchly-touted, self-appointed dictator, John L. Lewis. Many of the advocates of the Alabama bill to outlaw closed shop agreements frankly admit that it is directed at John L. Lewis and his CIO.

Students of government and politics say that Alabama's reactionary attitude is but a forerunner of that thought which will lead America in 1940 into one of the most reactionary four-year periods this country has ever known, and that it is the self-imposed and exceedingly foolish leadership of John L. Lewis, and the support which he receives from the communists that is solely responsible for the terrible conditions which will be imposed upon the working people at no distant date.

Take an Active Part in Your Union Affairs, — Vote!

ATTENTION SEAMEN!

COMPUTATION OF SEAMEN'S WAGES

DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON

Department Circular No. 305¹

Bureau of Marine Inspection
and Navigation

To United States Shipping Commissioners, Collectors and Deputy Collectors Acting as Shipping Commissioners, and Others Concerned:

May 7, 1938.

The following rules will be observed by United States shipping commissioners and collectors and deputy collectors of customs acting as shipping commissioners in computing amounts due American seamen as wages—

1. The date written in the column of the shipping articles headed "Time at which to be on board" is taken as the time when a seaman's wages should commence, provided he was on board or duly presented himself to go on board at that time.

If he went on board before that date with the consent and subject to the orders of the master, he is deemed to have commenced work and to be entitled to wages from the date going on board.

If he failed through his own fault to join the ship at the time specified in the articles, his wages accrue only from the time at which he went on board and reported for duty.

Disputes in regard to the time when the wages began to accrue rarely involve more than 1 or 2 days, and they are usually adjusted by the ship's log, although if there is doubt arising from the absence of proper entry in the log or suspicious interlining" or other cause, the seaman's statement may be accepted.

2. The column in the shipping articles headed "Place and date of signing this agreement" contains the date of the agreement. It does not indicate the time when wages are to begin.

3. The agreement is considered as referring to calendar months, defined as the time from any month, to the corresponding day (if any, and if not, to the last day) of the next month.

For example:

January 29 to February 28 is 1 month.

January 31 to February 28 is 1 month.

February 28 to March 27 is 1 month.

March 28 to April 27 is 1 month.

4. In computing the amount due for a fraction of a month, 30 days is counted as a month without regard to its length. For example, 5 days in any month are one-sixth of a month.

5. Any fraction of a day is counted as a whole day. For example, from the afternoon of March 1 to March 4, both inclusive, is reckoned as 4 days; and from March 1 to the forenoon of March 4, both inclusive, is reckoned as 4 days.

But if a seaman be entitled to wages from the afternoon of one day to the forenoon of another day, the two fractions of a day are considered as 1 day only. For example, the time from the afternoon of March 1 to the forenoon of March 4, both inclusive, is 3 days.

6. In computing the amount of wages due, the number of calendar months (commencing on the day on which wages began to accrue) is to be determined first; to this is to be added the fractional part of a month determined by counting each and every day beyond the final day of the last full month.

For example:

January 29 to March 3 (inclusive) equals 1 month 3 days.

January 31 to March 3 (inclusive) equals 1 month 3 days.

June 15 to October 13 (inclusive) equals 3 months 29 days.

June 15 to Nov. 13 (inclusive) equals 5 months.

June 15 to Nov. 14 (inclusive) equals 5 months.

Approved:

DANIEL C. ROPER,
Secretary of Commerce.

¹This circular supersedes Treasury Department Circular No. 60, entitled "Seaman's Wages," dated April 28, 1892. 67924—38.