

PHONEY COMMIE MOVE FAILS!

FLASH! FLASH! FLASH! FINK HALLS DEFEATED!

The following self-explanatory wire was received from Harry Lundeberg in Washington, D. C., and is in reply to a letter written by him to Sec'y of Commerce, Harry Hopkins:

APRIL 14, 1939.

HARRY LUNDEBERG,
PENNSYLVANIA HOTEL,
WASHINGTON, D.C.

"DEAR MR. LUNDEBERG,

"THIS IS IN REPLY TO YOUR LETTER OF THIS DATE:

"1 WISH TO SAY THAT OUR SHIPPING COMMISSIONERS' OFFICES WILL NOT BE USED AS HIRING HALLS FOR ANYONE.

"2. WE SHALL ABIDE BY THE PROVISIONS OF THE LAW UNDER WHICH WE OPERATE WHICH MAKES IT OPTIONAL WHETHER A SEAMAN REGISTERS FOR EMPLOYMENT WITH SHIPPING COMMISSIONER OR NOT.

"3. IN ANSWER TO QUESTION THREE, WE DO NOT INTEND TO ALLOW THE SHIPPING COMMISSIONERS TO SOLICIT SEAMEN TO REGISTER ON THE SHIPPING COMMISSIONER'S LIST.

"4. IF SHIPPING COMMISSIONERS ARE AT PRESENT MAINTAINING HIRING HALLS IT IS THE INTENTION OF THE DEPARTMENT OF COMMERCE TO DISCONTINUE THIS PRACTICE."

SINCERELY,

HARRY HOPKINS,
SECRETARY OF COMMERCE

"THE MILITANT STAND TAKEN BY THE SUP DEFINITELY KNOCKS THE FINK HALLS OVER FOR BOTH COASTS."

HARRY LUNDEBERG

P. AND O. AGREEMENT SIGNED

ROLAND "RED" DEAN, SIU GULF ORGANIZER, ANNOUNCED TODAY THAT AN AGREEMENT WAS REACHED LAST WEDNESDAY WITH THE PENINSULAR AND OCCIDENTAL STEAMSHIP CO., AFTER A STRIKE OF LESS THAN ONE WEEK'S DURATION.

ACCORDING TO ADVICES, THE AGREEMENT CALLS FOR A COMPLETE CLOSED SHOP AND HIRING THROUGH THE HALL, AND FOR OVERTIME FOR ALL HANDS FOR ALL WORK PERFORMED ON SATURDAY AFTERNOONS, SUNDAYS AND HOLIDAYS, BOTH AT SEA AND IN PORT,—INCLUDING THE STANDING OF REGULAR WATCHES. TO THE BEST OF OUR KNOWLEDGE, THIS IS THE ONLY AGREEMENT ON EITHER COAST CALLING FOR THE PAYMENT OF SUCH OVERTIME!

THE CREWS OF THE FLORIDA AND CUBA WALKED OFF THEIR SHIPS LAST WEEK IN PROTEST AGAINST THE COMPANY SHIPPING MEN OFF THE DOCK ON THE SS JOSEPH R. PARROTT, AND ALSO TO ENFORCE THE SIGNING OF AN AGREEMENT.

(See Page Three for details of strike.)

SIU Membership on Record to Amend Old 1872 Law

Green, Wallgren and Bland Asked For Cooperation

New York, April 14—The members present at Atlantic Headquarters meeting last Monday night voted unanimously in favor of the following motion:

"THAT THIS MEETING AND THIS MEMBERSHIP GO ON RECORD AS BEING HEARTILY IN FAVOR OF AMENDMENT TO THE SHIPPING COMMISSIONER'S ACT OF 1872, AND DOING AWAY WITH THE CLAUSES WHICH GIVE THE COMMISSIONERS THE RIGHT TO ACT AS SHIPPING MASTERS, AND TO REGISTER SEAMEN."

In furtherance of this motion, letters were sent to Harry Lundeberg, in Washington, D.C., advising him of our action, and communications were also sent to President Wm. Green of the AFL, and to Congressmen Wallgren and Bland. The Congressmen were urged to either author or support a bill which will bring about the necessary changes in the present law, and President Green was requested to use his influence in bringing about such legislation.

At the present time, the Maritime Commission is operating their Fink Halls on the strength of the clause in the 1872 Act which reads: "To afford facilities for engaging seamen by keeping a register of their names and characters." Thus, it can be easily seen that by amending this law in the right way, we will be taking a definite step in the proper direction to bring about the discontinuance of the Government Fink Halls. The Maritime Commission claim that this law gives them the right to maintain a hiring agency for seamen, which it undoubtedly does, and one way to stop it is to take their legal power, which gives them this right.

According to reports from Washington, D.C., Congressman Wallgren has told Harry Lundeberg that he will be more than glad to sponsor a bill to amend the Ship-

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NOTICE!

TO ALL MEMBERS: Please be advised that Section 30 of the General Rules of the Seatrains agreement should read as follows:

Sea Watches In Port: When a vessel is scheduled to remain in port for less than twelve consecutive hours the sea routine as to watches shall NOT be broken.

PARTY MOVES TO DISCREDIT SIU AND SUP MEMBERSHIP

Stooges on SS Maui Attempt to Hide Behind Cloak of Pseudo-Unity

DISCRIMINATE AGAINST S.I.U.

New York, April 10—The Commies and their stooges suffered another set-back last Saturday when the Matson freighter SS Maui sailed on schedule, after a concentrated effort to hold the ship up by attempting to dictate a matter of policy to the Sailors' Union of the Pacific.

The attempted sabotage was led by Fitzgerald, one-time secretary of the MFOU, and stooge for Harry Bridges and "No-Coffee-Time" Joe, and was supported by the party fraction of the NMU and the members of the Marine Cooks aboard the Maui.

The ship arrived in New York on April 4th, and an order came into the SUP hall for two ordinary seamen. Due to the shortage of SUP men on the beach here, the jobs were posted on the board, and remained there for three days. The day before the Maui was scheduled to sail, two ordinaries were dispatched, in the regular way,

from the SUP Hall. Being well aware of the shortage of SUP men here, Fitzgerald and the Curran clique figured that these replacements would undoubtedly be members of the Seafarers' International Union. Immediately taking it upon themselves, as a matter of pseudo-unity, they started a campaign directed against the members of the Seafarers' International Union.

All Unions Invited

This so-called "Unity" started shortly after the vessel's arrival in New York, when a meeting was called for, as the Pilot stated, "returning the compliment of the SS Washington," for the crew of which vessel a similar meeting was held in San Francisco some time ago. Also according to the Pilot: "All Maritime Unions in New York were notified to attend in the interest of Unity." As a matter of record and fact, the Seafarers' International Union received no such invitation, and upon investigation, we found that the local offices of the SUP and the MFOU had not been invited, and neither had several other Maritime Unions in this vicinity. We have also been told that, in a joint meeting held aboard the Maui, it was regularly moved and carried that the SIU be invited to attend this meeting, but, to date, no notification has ever been received. No doubt it was lost in the maze of NMU red tape!

Condemn SIU and SUP

These two "Unity" ships' meetings had several things in common, such as: 1. To condemn the Sailors Union of the Pacific and the Seafarers' International Union. 2. To cause complete dissension between the Sailors' Union of the Pacific and the MFOU. 3. To insure support to certain agents of the Maritime Commission who are working through the NMU and the Maritime Federation of the Pacific to completely subject

the seamen to the government program of regimentation.

Phoney Unity Advocated

The high point of the meeting was an address by comrat "Blackie" Myers, NMU Atlantic District Chairman, in which he said: "The salvation of marine unionism in America, depends upon Unity, and," he continued, "Unity, in turn depends upon the rank and file seamen." Such a statement, coming from Myers, can only be construed to mean "Unity" as advocated by the Party, and, as such, can be regarded as being completely devoid of any sincerity. He went on to praise the efforts that Bridges & Co. are making on the West Coast to forestall the Maritime Commission's plan to open fink halls in Seattle, and urged that all seamen "unite" and get behind this colossal sell-out which is being planned on the West Coast. If the officialdom of the NMU are sincere in their desire to fight the opening of fink halls on the West Coast, why, then, don't they do something about the ones which have already been opened, and are in operation on the Atlantic seaboard? As a matter of fact, these same phoney officials are directly responsible for the fink halls being in operation, and with such negligible backing, will wind up in the same status on the West Coast.

Comrats Refuse to Sail

To get back to the two ordinaries who were shipped on the Maui: Fitzgerald and the rest of his stooges, figuring that these men were SIU members, stated that they would not sail the ship with them aboard. This, of course, was a direct attack on the SIU. According to the best information, the crew was not allowed to take a definite vote, but the Pilot reported that "it was the consensus of opinion at the meeting that

(Continued on Page Four)

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Affiliated with the American Federation of Labor

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P. O. Box 522, Church St. Annex, New York, N. Y.

**LUNDEBERG GIVES REASONS
FOR OPPOSING HR4051**

**Wallgren's Present Bill Leaves Too
Much Leeway for Commissars**

WALLGREN AGREES TO CHANGES

The NMU has publicly denounced the stand taken by Harry Lundberg in regard to the so-called Wallgren Bill (HR 4051), and have openly declared that he is secretly backing up the Maritime Commission. However, they fail to state the real story behind the news, and explain the whys and wherefores of his opposition to the Bill as it stands.

For the benefit of those who are unacquainted with this Bill, which was introduced in the House of Representatives on February 13, 1939, by M. C. Wallgren (Washington), and referred to the Committee on Merchant Marine and Fisheries, the proposed bill reads as follows:

The Bill (HR 4051)

A BILL: Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled, that section 301 of title 3 of the Merchant Marine Act of 1936 is hereby amended by adding the following new section:

1. Neither the Maritime Commission nor any operator receiving an operating differential subsidy shall call upon any governmental agency to furnish it qualified licensed, or unlicensed seamen to perform any duties required of them on board merchant vessels as long as the certified collective bargaining agencies can furnish from among their membership duly qualified persons to perform any duties required of them as members of the crews of American merchant ships. Employees of any vessels owned by, or operated by the account of, or chartered by, the Commission shall be deemed employees within the meaning of Section (2) sub-division (3) of the National Labor Relations Act (49-Stat. 449) and the operator of such vessels shall be deemed an employer within the meaning of section (2), sub-division (2) of said act."

Points Out Fallacies

According to Harry Lundberg's own report, he contacted Congressman Wallgren in Washington, D. C., and pointed out to him that,

while on the surface the bill looks good, a careful analysis of it will show that it is really a very dangerous one, for the following reasons:

1. This bill does not declare the clause in the Shipping Commissioner's Act of 1872 null and void—which clause is the one the Maritime Commission used to establish halls on the East Coast, and which they intend to use, and have so stated, to establish fink hall shipping on the West Coast.
2. This Bill also gives to the NLRB the right to determine and certify who is going to be the collective bargaining agency.

Bill Favors NMU

Now, this may also seem all right at first glance, but closer scrutiny is still necessary. At present, there are approximately sixteen new ships being built on the East Coast to be put in service on the Pacific Coast: Six for the American President Line; four to run out of Seattle, and six for McCormick for the South American run. Under this bill, there is nothing in the world to prevent the operators, in conjunction with the Maritime Commission, from shipping a full NMU or CIO crew on the East Coast to take these vessels out to the West Coast. It is, of course, a well known fact that the NLRB is friendly towards the NMU and hostile towards the SUP; and, under this bill, the NLRB could certify these ships to the NMU, and then the NMU could establish a hall in San Francisco and ship all replacements for these

vessels. The SUP would then be legally powerless to do anything about it.

Like Old Shipping Board

Or, if the NLRB so decreed it: they could take a vote on these ships—ship by ship—and one ship might vote for the SUP and another for the NMU, and so on. This would result only in further chaos in the maritime labor movement, and further complicate an already serious situation.

The bill also provides that: "as long as the certified collective bargaining agencies can furnish from among their membership duly QUALIFIED persons to perform any duties required of them . . ."

This again brings up the question: Who is going to be the judge as to whether the men are duly qualified persons or not?

In the old Shipping Board days, prior to 1921, the Shipping Board used to call the Union Halls for men, and then the men who shipped had to report to their office for approval. Some were accepted, and SOME WERE REJECTED. Are we going to allow ourselves to be subjected to that sort of thing again?

It is also possible that the Commission may attempt to establish a representative in the Union Hiring Halls to determine as to whether or not a man is qualified.

Wallgren Agrees to Changes

To quote Harry Lundberg's own report regarding this Bill, and his conversation with Congressman Wallgren:

"After a little talk with Congressman Wallgren I found how this bill which he sponsored in February came into being. Congressman Wallgren stated to me that he himself had not carefully studied the bill, nor its effect on the seamen, except he believed and intended, when introducing it, to do right by the seamen. However, he readily agreed with me when I pointed out the dangerous possibilities of the bill. He said the bill was requested of him by Bruce Hannon of the Maritime Federation, Harding of the Maritime Federation and Dennett of the IBU. Now, we all know these men are notorious Sailors' Union enemies, and political fakers of the first water. Also, this particular bill is being pushed by the top fraction of the NMU through Joe Curran and Emerson.

Seattle Resolution Good

"I brought before Congressman Wallgren the resolution introduced by the Seattle Branch of the SUP, and concurred in by the rest of the Coast, which is a much better resolution, and will make the basis for a much better bill. This resolution instructed your Secretary to try to amend the Shipping Commissioner's Act of 1872, to delete from that Act the part which gives the Shipping Commissioners the power to act as Shipping Masters. It is exactly that law, and no other, which the Maritime Commission at the present time is using to attempt to re-institute fink hall shipping.

"Congressman Wallgren stated that he would be willing to introduce this bill for us. After talking over the first bill proposed, he can now see definitely that it will do more harm than good to the Unions. I have also contacted various Congressmen on this matter, and they are in favor of a bill along the lines of the Seattle Resolution."

Proves NMU Lies

The foregoing information directly gives the lie to the phoney propaganda being circulated by the NMU, to the effect that Lundberg is secretly aiding the Maritime Commission, and boomerangs right back at the comrats and their stooges. Their reasons for fostering the Wallgren Bill are now perfectly obvious, and the

**A.F. of L. - C.I.O. Peace
Conference Adjourns**

**Two Groups Will Resume
Parley at Some "Mutually
Satisfactory Date in the
Future"**

By A.F. of L. Weekly News Service

New York, N. Y., April 6—The committees representing the American Federation of Labor and the Congress of Industrial Organizations yesterday adjourned indefinitely their consideration of peace terms between the two groups following the meeting here on April 4.

Matthew Woll, vice-president of the American Federation of Labor, and John L. Lewis, head of the C.I.O., said the parley was called off until some "mutually satisfactory date in the future."

It was understood that the hearings on the A.F. of L. amendments to the National Labor Relations Act, which are scheduled to begin in Washington on April 11 before the Senate Committee on Education and Labor, and the pressing engagements of Mr. Lewis in connection with the negotiation of a new contract for the bituminous coal miners were the major reasons which led both committees to agree on the advisability of postponing further consideration of peace terms.

The two committees had met seven times since President Roosevelt, in February, asked William Green, president of the A.F. of L., and John L. Lewis, head of the C.I.O., to convene a conference of representatives of the two groups in the endeavor to compose the dispute that has divided the labor movement since the C.I.O. was established by Mr. Lewis and his associates following the 1935 convention of the American Federation of Labor.

NOTICE!

All SIU members who are confined in Marine Hospitals are hereby advised to immediately notify their SIU Agent in the port nearest to where they are hospitalized, in order that they may receive regular weekly benefits.

This does not apply to members who are already receiving benefits.

whole set-up smells strongly of further collusion between the NLRB and the NMU. They are so avid in their desire to completely dominate marine labor, that they care nothing about unity of any sort. By so doing, they continue to aid and abet a program of inter-coastal dissension and of government regimentation of the seamen!

WALLGREEN BILL

(Continued from Page One)

ping Commissioner's Act, and will give all possible cooperation. Mr. Wallgren, in case you have forgotten, is the man who went to town for the SUP on the Fink Book question, and is definitely against the establishment of Fink Halls. In fact, he has openly declared himself as being completely in favor of Union hiring halls.

The SIU is 100 percent behind the SUP for the repeal of the Shipping Commissioner's Act of 1872, and will give them every possible assistance.

**PANAMA CITY CREW
TAKES ACTION!**

**Demand Improvements
And Get Results**

GET FRESH MILK

New York, April 10—The SS PANAMA CITY of the Pan-Atlantic Steamship Corp. arrived in Hoboken on April 7 with some old beefs of long standing, which were settled pronto with the able assistance of Union Patrolmen Scotto and Serrano.

The Panama City left Mobile on January 30, on a chartered run from Georgetown, S.C. to Hoboken. The crews quarters were very sadly in need of repairs; many of the bunks were tied up with heaving line, no lockers in some rooms, no wooden decking in some, and insufficient room for all hands in the messroom. Also, the chow was of the "heavy across run variety."

Usual Stalling Around

Patrolmen Scotto and Serrano came aboard at 9:00 A.M., in an effort to straighten out these beefs, and were met with the usual evasions: "Captain ashore," "Company officials observing holiday (Good Friday)."

After being stalled around for approximately four hours, waiting for someone in authority to put in an appearance, the crew held a meeting, and all hands decided to "tender resignations!" A suitcase parade was started amidships. Following this move, it took exactly twenty minutes for company officials to get on board and start negotiations!

Company Agrees

The ship was scheduled to sail in three hours, and the company representative agreed IN WRITING to:

Make all necessary repairs April 14th!

Enlarge messroom by removing bulkheads.

Fresh milk and vegetables. (Ten gallons of milk put aboard, more as needed.)

The ship sailed on schedule, with all hands satisfied,—which proves what can be done when even the Waterman Line finds out that the crew means business!

Patrolmen Scotto and Serrano state that all hands gave them one hundred percent cooperation and backing, and that this militant action made the company officials realize that the boys really meant business. From all reports, the crews' quarters and messrooms were in a deplorable condition, and it is high time that the ship-owners realize that the seamen are entitled to much better than that, and—what's more—they are going to get it!

Unified Action Necessary

Some of these old rust buckets and scows are totally unfit to be sailing the seas, and the condition of many of them causes one to wonder how they ever happened to be adjudged as being seaworthy. A seaman is most certainly entitled to decent food and living quarters, and the SIU will lend every effort towards the improvement of these things on all ships.

If all crews will give the same cooperation as was given by the crew of the Panama City, we won't have any trouble getting things done.

**BE READY AND WILLING TO
FIGHT FOR WHAT IS RIGHT-
FULLY YOURS!**

Attend the Union Meeting

HERE and THERE in the GULF

TAMPA - MIAMI

P&O SHIPS STRUCK IN TWO FLORIDA PORTS BY S.I.U.

Crews Walk Off in Protest Against Shipping of Non-Union Men and Off the Docks

I.L.A. GIVES FULL SUPPORT

A strike of the crew of the SS Cuba and members of the I.L.A. who unload the Cuba, last week tied up the Havana-Tampa vessel to back up the strike called by the SIU crew on the Florida at Miami.

Both vessels are operated by the Peninsular and Occidental Steamship Co., the Florida

running between Miami and Havana. U. S. Commissioner H. T. Colvin of the Department of Conciliation of the Department of Labor, called together union and company officials in an attempt to straighten out the difficulty.

Ship Off Dock

The strike began when the car ferry Joseph R. Parrott shipped several men off the dock, and the real Union men aboard the ship walked off in protest against this violation of a bona fide contract. The Parrot, however, is still running with a flaky crew.

The crew of the Florida struck last Friday, and the Cuba crew walked off Saturday, following a joint meeting held aboard the ship. The Longshoremen, in sympathy with the crew, refused to unload the Cuba, and a picket line was thrown around the dock. Altogether, a total of over 200 seamen are on strike in the two ports.

Strike Still On

According to our latest advices, in a letter from Miami dated April 12, the boys are still out on strike, and will stay out until their point is won, even if it takes them all year! The men are all reported to be in the best of spirits, and are really going to town. A soup-kitchen has been established, and all hands are being well taken care of.

Agent Gunnison has had several conferences with the owners and the representative of the Department of Labor, but, so far, nothing definite has come out of them. The Longshoremen in the ports of Tampa, Miami and Port Everglades are giving their full support and cooperation to the strike.

The boys down in Florida also want it known that they are 100% with the SIU in the fight against the Fink Halls.

JACKSONVILLE

Jacksonville, Fla., April 7—Last trip the members of the S.S. Elizabeth contacted the agent on its arrival, and proceeded to put their demands in for water glasses, bunk lights and new mattresses. When she came in today, they had their water glasses, and the inspectors are renewing all the wiring in the fore-castles, and the crew are getting new mattresses in Baltimore this trip.

The Marjory came in yesterday, and I found a messman who had shipped off of the dock in San Juan. The Steward and the messman were both taken off the ship;

HAPPENINGS in MOBILE

Mobile, April 11—After good shipping for one day, Monday, things have been rather quiet, and nothing during the week is expected to make any great turnover, unless the unforeseen should occur. Several men were shipped on the SS CHICKASAW CITY, and with their help, we should soon have the ISTHMIAN LINE under agreement.

so let this be a warning to all men that ship off of the dock from now on.

Fred Lauritano

For things that were written in last week's LOG, the writer was severely criticized in some instances, and just as highly lauded in others, so the score is about even. The definite purpose was to bring to the attention of the membership the various violations that have occurred, wherein no action has been taken against the offending member, while we have fined others for the same violations. If we are to punish one, we must punish all alike.

Marine Hospital Situation

During the early years of the American Merchant Marine, sailors were virtually held in bondage, and during the process of their liberation, came the marine hospitals, to provide treatment for the sick and injured seamen.

Certain qualifications were set to prevent the unscrupulous from using these hospitals, and from time to time, various changes have been made as to the necessary sea service a man must have to enjoy the facilities of these hospitals. During the past few years we have seen so many CCC, Coast Guard and Veterans in the marine hospitals, that we begin to wonder whether we will eventually be able to find room for those for whom these hospitals were originally intended. Although we know of no case where any seamen have been refused, we do know that the families of any of the above-mentioned CCC men, etc., can receive treatment, and that the families of the seamen can not. If the former are entitled to treatment in these hospitals, then, certainly the families of the seamen are entitled to first consideration.

Something must be done, and the sooner, the better for all of us. We have been left out of Social Security, and every other form of Federal and State benefit for unemployment relief. So, for our own protection, and for the protection of those whom we hold dear to us we must take some definite form of action.

Monday's meeting was a joint one, and finally adjourned at 11:50 P.M., and even then everything wasn't taken care of, as it seemed that all hands were in a hell of a hurry to get home.

Sailing Hour Question

The Committee's report on the setting of a sailing hour by the companies, and especially the Waterman Company, was thoroughly taken care of, and the port captain has stated that he will provide a board in all dock offices similar to the sailing board on each vessel, and that any member can then call the dock office and receive reliable information as to the correct sailing time of a vessel.

If the vessel does not sail on the time originally posted, or on the advanced sailing hour, which must be advanced at least one hour before the original hour posted, and then must be advanced at least two hours, and the vessel does not sail until one hour after the last posted hour, all hands then on board, and not on watch, will be paid overtime at the rate of seventy cents an hour, for each hour that the vessel does not sail after that time.

All watches must be set as of the hour that is first posted as the sailing hour of that vessel. This is to go into effect as of May 1, 1939.

J. K. Kane, Gulf No. 18

BIT OF MARITIME HISTORY RECALLED BY MEMBER

Points Out That NMU Got Start From SUP, and Now Try to Smash Them

S.I.U. PROGRAM ENDORSED

The NMU, which started as the rank and file of the old ISU, protesting against phoney officials, were men who had been fired off Panama-Pacific ships for Union activity. Namely: for tying up a ship on the Pacific Coast. Joe Curran, the ship's delegate, had a telephone conversation with Madam Perkins, who promised him that if the boys brought the ship to New York, everything would be straightened out. She guaranteed that no man would be fired for participating in the job action. Upon arrival in New York, Joe Curran and several others were not fired, but were laid off for an indefinite period.

These men set up a hall, and started fighting against Madam Perkins, the ISU fakers, and the steamship companies. This fight was maintained and subsidized by donations from ships' crews,—with West Coast men donating most of the money.

SPRING STRIKE

They pulled a strike in New York harbor in 1936 known as the "Spring Strike". During this strike, their support in building an organization again came from donations from ships,—and West Coast ships at that! The SUP also donated a weekly sum. The strike was lost, but it awakened the membership on the East Coast. It also gave the companies their chance to edge in on the seamen again. They immediately started flooding men into this so-called "Rank and File ISU group", and were in a position to get their men into office,—which they did!

'36-'37 STRIKE

Along came the '36-'37 strike on the West Coast, and the

so-called "rank and file" pulled a strike on the East Coast. This strike on the East Coast was not lost by the men, but by their leaders! Why? Because the leaders had the monies for the feeding and housing of the men, but spent the dough for comic propaganda, airplane trips, etc. Peter Innes had, on a tour of the West Coast, around \$1,500 to run up and down the coast on!

When the SUP membership saw what was going on, they set up their own soup kitchens on the East Coast, and took care of their own men. They had been sending money to Curran & Co., to help support the strike, but the men were not getting it!

BRIDGES' PONEY PROMISE

Harry Bridges, the later self-styled great emancipator and democratic leader, came East, and promised that the longshoremen on the Pacific Coast would stay on strike until the East Coast seamen got their demands. Upon Bridges' return to the West Coast, he was asked by the Longshoremen's membership if he had made such a statement. He vigorously denied that he had done so! Why did he deny this to his own membership? Because, at that time, the Longshoremen had real democracy, and Bridges had tried, by this promise, to stampede the Longshoremen! He had gone over their heads, and dictated policy! He denied all this in order to avoid being kicked out of the Longshoremen forever.

When the strike ended, East Coast men brought ships around to the Pacific Coast;—ships that the SUP and other Unions had fought to keep conditions on. They sailed them around, and had the articles signed to pay off on the East Coast.

TURN ON BENEFACTOR

After four hard years of fighting, Joe Curran and the gang who are now NMU officials, tried to break the SUP. Now, these men who brought those ships around were allowed a round trip by the West Coast, and given many other concessions. Although the Party put up a fight against it, these men knew and felt that the SUP was right.

Then Curran & Co. pulled a NLRB election on the Shepard Line ships. This company had a closed shop agreement with the SUP. This showed just what the plans and policies of the NMU were. It was to split the seamen, and gain control of all maritime labor;—which would have eventually wound up by the CP being in a position to dictate to the seamen.

Let us look these events over, and see what happened, and what is going on now:

First: These same men had it proven to them that the Commission's office is solely for the shipowners.

Second: They double-crossed the Union men and the Union who gave them their support. (The SUP).

Third: They have backed and supported a program which caused the dismissal of many men from the ships they were on.

Fourth: They have aided and abetted the Maritime Commission's program of regimentation of the seamen, by openly endorsing the Fink Malls and the phoney Training Schools!

REASONS FOR BEING SIU MEMBER

I would like to put forth the reason, to the many NMU men who are my friends, why I am a member of the SIU.

I know that the SUP has always been a completely democratic organization, and that the SIU, by adopting the SUP Constitution, is also completely democratic. The members need have no fear of exercising their constitutional rights, and can express their own opinions without any fear of having their heads knocked in!

History has proven that right will eventually win, and I feel and know that the SIU is right, and is not pitting one poor working stiff against another, but is fighting against our common enemy—the shipowner!

J. Gunnison, Gulf No. 4

FINK HALL HISTORY DARK PAGE IN SEAMEN'S LIVES

Record Proves Seamen Were Cheated Of Rights and Handled Like Cattle!

(Reprinted from West Coast Sailors)

What danger does the fink hall present to American seamen, and just how does it operate.

These questions are particularly timely now, for, backed by NMU officials the Maritime Commission is busting its collective gut to put over a scheme that, if successful, will make maritime employees no better than galley slaves.

It is hard to believe that any union officials, no matter how lustful for political power, can come out in favor of a program that will cheat seafaring workers of rights obtained only after bitter and costly strife. But that is precisely what the NMU moguls have done! They've gulped down the pill; they say it tastes fine; they recommend the dirty dose to their membership.

READ THE RECORD

But a good many seamen have long memories. They haven't forgotten the notorious Shipping Board which, during the World War, managed all United States ships, and established a "sea service bureau." The Board at first seemed harmless enough, and besides, those were war times. The SUP reached an understanding with the Shipping Board whereby any maritime employee needed to man a ship would be ordered from the union hall, subject to approval of the shipping bureau.

On the Atlantic Coast the Board insisted upon placing first the men who had graduated from training ships, and then supplemented them with union members. But by 1920 all men out of training ships had been organized into the unions.

THE SHOE PINCHES

Then, abruptly, in February of 1921, the Shipping Board notified maritime unions on both coasts that effective May 1 all agreements would be terminated unless the unions agreed to accept a wage cut of 25%, the abolition of all overtime pay, and the restoration of the two-watch system on deck.

The membership on both coasts at once refused to accept such terms.

There followed a campaign of discrimination, launched by Admiral Benson, chairman of the Shipping Board, against foreign-born sailors, and those not yet fully naturalized. The percentage of seamen in these two qualifications was, at that time, perhaps 60%. It was obvious to the ISU that an attempt was being made to split the seamen's ranks.

The SUP ignored the unfair attack of the Shipping Board, and until May 1, sent out men by rotation regardless of citizenship.

APPEAL FAILS

As the deadline drew near, Andrew Furuseth and the entire executive committee of the ISU, MEBA, and MMP, journeyed to Washington, D. C., and, on April 30, appealed to President Harding to receive them.

President Harding refused, stating through his secretary that, in his opinion, the problems of the American merchant marine were in competent hands.

STRIKE!

On May 1, 1921, the entire American merchant marine was tied up. Approximately 250,000 licensed and unlicensed seamen were on strike.

Within a few days the Shipping Board, acting through United States district attorneys, obtained sweeping injunctions against the SUP which, it was realized, constituted the backbone of the strike.

After a month the shipping Board managed to secure crews for a few vessels on the Pacific coast. Within two months it was able to dispatch all Shipping Board ships, but only with great delay.

In order to intimidate the seamen, mail pouches were put aboard freighters, a pretext thereby found to prosecute those who tried to interfere with the shipping of strikebreakers. The usual charge was interfering with the U. S. mail.

During the third month of the strike the Shipping Board furnished crews for privately owned ships.

On the east coast the strike was called off after six weeks. On the Pacific coast, it lasted for three months—from May 1 to July 28, 1921—and even then two votes were necessary before a decision was reached to abandon the strike.

FINK HALLS

Two weeks before the strike culminated, however, the Steamship Owners Association of the Pacific, and the American Pacific Ship Owners Association, established fink halls in San Francisco and San Pedro. No discrimination would be practiced against union men, they announced, but each seaman must carry a continuous discharge book as a condition of employment.

During the first year after the strike no strict enforcement was made of this ruling, but gradually thereafter the owners began to tighten up. It was seldom then that a man would receive an entry in his discharge book that might be used against him in seeking re-employment. The real dirty work was done through the gray assignment cards which seamen were handed when shipping, and which the master had to return to the fink hall when quitting. No man knew what was marked down in the spaces provided for Conduct, Ability, and Special Remarks.

FINK BOOKS

Many good men shipping out of Grays Harbor or other northwestern ports managed for a year or more to sail without the book, but by 1923 the shipowners had patrolmen in San Francisco and San Pedro visiting every ship, and making sure that every seaman had the fink book. The Shipping Board had not issued a book, but had required the master of each vessel to report on the conduct of every man employed on his ship.

BLACKLIST

Private owners would never admit they used the blacklist, but the Shipping Board openly admitted it carried a deferred employment list, and would notify seamen when they were placed on

COMMIE MOVE FAILS

(Continued from Page One)
the SIUNA had been created to thwart national unity." So, according to the party way of figuring things out, the best way to build "National Unity" was to refuse to sail with any SIU members shipped through the SUP Hall.

Curran Steps In

In any event, Fitzgerald then took it upon himself to assume authority for the entire crew, and demanded that these replacements produce their union books and shipping cards for his inspection. He was supported in this move by NMU officials, at the same time completely disregarding the New York MFOW Agent. Curran was injected into the picture, and the following teletype message is evidence of the hook-up between the NMU and the Maritime Federation of the Pacific, and their determination to subjugate the SUP:

SF 1110K MARITIME FEDERATION OF THE PACIFIC 111 NMU CURRAN CALLING BRUCE HANNON — OK GO AHEAD

SUP SHIPPING TWO AB SIU MEN ON MAUI, FIREMAN AND STEWARDS OBJECT. POSITION MAY BECOME SERIOUS ADVISE POSITION OF UNION IN FEDERATION AND SUP.

MIM PLS HANNON — FIREMAN STEWARDS ABSOLUTELY REFUSE TO WORK WITH SIU ON NEGOTIATION TO PUT SIU MEN OFF SHIPS WHEN THEY HIT WEST COAST OF COURSE LUNDEBERG FORCING SIU MEN WHEREVER POSSIBLE.

CURRAN — WHAT ADVICE SHALL WE GIVE CREW? SHIP SAILS NOON MEETING IN PROGRESS ON SHIP NOW.

HANNON — WILL CONTACT STEWARDS AND FIREMEN AND HAVE THEM WIRE INSTRUCTIONS IMMEDIATELY.

CURRAN—MAKE IT SNAPPY THATS ALL.

Sailors Not Fooled

With the foregoing flimsy evidence, Fitzgerald attempted to convince the crew that the West Coast Firemen and Cooks would back up this phoney framed up beef, but the entire deck department refused to go for it. The two replacements had the necessary strike clearances, and had been shipped through the SUP Hall. That was plenty good enough for the sailors aboard the Maui.

The local MFOW Agent, Bill Welsh, was aboard the Maui, and notified the black gang that if any of them did not want to sail with SIU men shipped through the SUP Hall, they could pay off, as that

this list. Physical examinations by Shipping Board doctors were also used to eliminate "undesirable seamen."

Employment by the rotation system, even for workers in good standing, was a joke. It is a well established fact that, especially on the oriental run, seamen had to make presents of souvenirs in order to obtain jobs.

NO BIG RED APPLE

The fink herders of the private owners operated on a cash and carry basis, whereas the Shipping Board was inclined to favor gifts of Japanese kimonos, shirts, and Chinese suitcases.

Any attempt by members of a crew to protest against conditions was answered by immediate discharge.

As at the present time there were those who tried to make the sailors believe that fink halls could be abolished by legal action. In 1925 the Sailors' Union spent thousands of dollars on the An-

was the position the MFOW was taking. He further notified them that the ship would sail on schedule, and that any black gang member who attempted to hold the ship up would be replaced from the MFOW membership here.

Afraid to Take Vote

Several meetings were held aboard the ship, but Fitzgerald and his stooges managed to prevent the taking of any vote regarding holding the ship up, as they were afraid that the vote would go against them. Welsh then sent the following wire to MFOW secretary Malone.

V. J. MALONE
58 COMMERCIAL STREET,
SAN FRANCISCO, CALIF.
BEEF ON MAUI SUP SHIPPED TWO O.S. SIU MEN FIREMEN AND STEWARDS OBJECT TO SAIL SHIP MAY RESULT IN TIE UP ADVISE POSITION IMMEDIATELY

WELSH MAUI, PIER 60,
NEW YORK

Burke Straddles Fence

The following telegram from MC&S secretary Burke was received by Joe Curran:

PLEASE ADVISE STEWARDS DEPARTMENT STMR MAUI TO REMAIN WITH SHIP AND ANY DISPUTE REGARDING SIU WILL BE TAKEN UP ON ARRIVAL AT THIS PORT STOP NOT ADVISABLE AT THIS TIME TO HAVE SHIP DELAYED.

This wire clearly indicated that Burke feared a repetition of the Matson beef, and even the Party stooges were afraid to back up anything as phoney as this. Ted Lewis, NMU representative for the Cooks, stated that the members of the MC&S could remain aboard the ship as requested in Burke's wire, but that NMU members would be pulled off, and no replacements supplied.

Comrats Do About Face

Seeing that they were up against a wall, the phoney clique decided that they would have to do a more or less graceful about face, and informing the local SUP and MFOW representatives that they were going to protest, they sent the following wire:

V. J. MALONE,
58 COMMERCIAL ST.,
SAN FRANCISCO, CALIF.
FIREMEN AND COOKS SAIL SHIP PROTESTING ACTION OF LUNDEBERG PUTTING SIU MEN ABOARD IN INTEREST OF NATIONAL UNITY DEMAND PROTECTION IN FUTURE.
FITZGERALD, DELEGATE MAUI

Basic Issue Clarified

Thus, they admitted their complete defeat in this particular case, and after an exchange of telegrams between Bill Welsh and MFOW Secretary Malone, the

derson case, and more thousands on the O'Hara vs. Luckenback case. Innumerable petitions were addressed to Congress for abolition of fink halls, and restriction on the power of the Marine Sea Service Bureau. To no avail.

Many of the older members, remembering methods used in the nineties, and in 1906, believed that only direct economic action would abolish the fink hall. They were right.

Fink halls, as all know now, were not wiped out until 1934 when seamen showed their united strength.

NEVER AGAIN!

Fink halls must not come back to the Pacific coast! They must be fought with direct economic action! The attempt of the Maritime Commission to glorify slavery, and put a halo above the auction block shall be resisted to the bitter end.

following wire was received, completely straightening the situation out:

W. L. WELSH,
CARE SS MAUI,
PIER 60, NEW YORK.

IF SUP OBJECTED TO MFOW SHIPPING EITHER NMU OR SIU FIREMEN DOWN BELOW WE WOULD TELL THEM GO JUMP IN LAKE. SUP TELLS US SAME THING WHEN WE PUT OUR NOSES IN THEIR BUSINESS. MFOW HAS NO JURISDICTION ON DECK JOBS. ADVISE CREW LET SUP RUN THEIR OWN BUSINESS.

V. J. MALONE

Watch Future Plans

Undoubtedly, this beef on the Maui is not the last of similar planned attacks, and the members of the SUP and the MFOW will have to be on the lookout for further moves of this sort, which are aimed directly at weakening the unions, and an attempt to stampede all of us into the fink halls.

One important thing brought out by this beef was that it proved the willingness of the Sailors' Union of the Pacific to back up the members of the Seafarers' International Union, regardless of any phoney beefing by the comic stooges. It also proved, beyond any doubt, that the NMU officials are not sincerely interested in bringing about any unity among the seafaring unions, but are out to further the Party plans for strike breaking in preparation for the time when the shown down comes with the Maritime Commission.

Fort Stanton

Fort Stanton, N. M.,
March 9, 1939.

SEAFARERS' LOG:

This is a notice to all rank and file members of the NMU.

The SIU is the same as the SUP, and that means a good, strong, HONEST, democratic Union in any man's language.

We, the West Coast sailors, need a strong seamen's Union, for seamen, on the East Coast, to help us defeat the Fink Halls and Training Ships. The SUP carried the fight on the Copeland Fink Book issue, and won. Now that the shipowners are trying another avenue, we need help. The rank and file seamen must band together now—not tomorrow or a year from now—but NOW! That is, if they wish to hold the gains that they have won since 1934.

The NMU officials continue to endorse the Maritime Commission Fink Halls and Training Ships, in hopes that they can land nice soft jobs,—high paying jobs from the U.S. Government, after they have sold the 56,000 members out. Brothers, and I mean OUT! In the "good old days" they were called "Blackbirders", and I think that the same name would fit them today.

Come on you NMU guys, buck up!—Are you going to let these VULTURES pick you clean, and then sell you to Johnny Shipowner?

Onward Seafarers'
Fraternally,

Fred Adams, SUP No. 2969
Delegate, Fort Stanton, N.M.

Has Your Ship a Union Crew?

Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment card from the Dispatcher at the Union hall.