

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



VOL. II

NEW YORK, N. Y., TUESDAY, OCTOBER 22, 1940

446

No. 17

## NOMINATIONS OPENED!

### Amendments Carried by Overwhelming Majority

The Amendments to the Constitution of the Seafarers' International Union, intended to bring the constitution up-to-date and in line with the Resolution amalgamating the Atlantic and Gulf into a single District, have been carried by an overwhelming majority.

#### NLRB "Forgets" To Notify SIU of Ballot

A good deal of pro and con is being presented these days in Congress and in the press regarding Communist Party influence, and discrimination in its favor, within the National Labor Relations Board. We are not, of course, in a position to substantiate the accusations ourselves. But how do you explain this: In the current NLRB elections on the Calmar line ships, the S.I.U. made repeated calls to the Board office to find out when the ships were being voted. After many such calls, we find out from the NLRB office on OCTOBER 21 that the S.S. Calmar was voted in San Francisco on—OCTOBER 19! In other words, the Board informs the union TWO DAYS AFTER THE SHOOTING IS ALL OVER! And at that—only upon repeated requests for information from the S.I.U. office! What do you call this? Just a mere coincidence? Or a bit of nuisance service in favor of the C.P.-dominated NMU?

#### 93% Voted "Yes"

After a referendum vote taken in all branches for five weeks, beginning on September 9 and concluding on October 14, the Tallying Committee announced in New York last Monday night that more than ninety-three (93) per cent of the ballots were cast for "Yes" and only six (6) per cent for "No."

#### Goes Into Effect Nov. 4

With the conclusion of the vote and the report of the Tallying Committee, which is now up for acceptance by all branches, the newly amended constitution of the S.I.U. is expected to go into effect on November 4.

#### New York Truck Strike Ends With Full Victory

The strike of the New York truck drivers, members of Local 807 I.B.T., was concluded last Tuesday with a complete victory for the union, when the remaining over-the-road companies, which held out the longest, signed an agreement on the union's terms, granting a week's vacation with pay.

#### Register Within 5 Days After Hitting Port!

All seamen, between the ages of 21 and 35 inclusive, who could not register for the Selective Service (Draft) on October 16 because they were at sea are required to register with the nearest Draft Board NO LATER THAN FIVE (5) DAYS AFTER REACHING PORT. Failure to register, according to the regulations, will not only prevent your shipping out, but entails a penalty of anywhere up to \$10,000 fine or five years' imprisonment or both. Don't forget to register at once—if you want to avoid trouble later on!

#### Draft Regulations

### Seamen Subject To Conscription Allowed to Sail

Referring to the question as to how the regulation, requiring all men registered for the Draft to obtain special permission before leaving the country, will affect seamen, the following clarification has been issued by Col. Arthur V. McDermott, director of Selective Service for New York City:

#### Need No Formal Permits

"I am authorized to advise steamship lines, port authorities and seamen's unions, having to do with ships operating from ports within the state, that seamen and others with legitimate reasons to leave the country, who have registered, may leave the country without formal permit, required by regulations, where impossible to obtain same, provided steamship company or ship's captain furnishes me with a list of such registrants, giving names, addresses and probable date of return, in order to avoid delay in sailing or hardships to registrants involved.

#### Must Have Registered

"Arrangements will be made to distribute such names to local boards involved to complete their records. Any person required to register should not be permitted to leave unless he registers."

#### Supplementary Information

A previous announcement from the national director of the Selective Service, Lieut. Col. Lewis B. Hershey, stated: "All registrants who are members of crews of ships sailing prior to the national lottery should be given a permit to sail from the United States—Form 351—for term of scheduled voyage by local boards upon proof that applicant has registered and is a crew member of a ship sailing before national lottery."

### Selection of Officers for Atlantic & Gulf District Of SIU Begins this Week

#### All Candidates Must File by Nov. 15

In accordance with the recent Resolution passed by all branches, which postponed annual elections by one month, nominations for office in the new Atlantic and Gulf District of the Seafarers' International Union were opened at New York, New Orleans and the other branches this Monday night, October 21. A full roster of District and branch officials is open for nomination. Members of ALL branches, under the amended constitution, will be able to nominate ALL officers in ALL branches. Similarly, any member in any branch, provided he meets other constitutional requirements, will be eligible to run for any office in any branch in the new, amalgamated District.

#### November 15 Deadline!

In line with the new constitution, any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualification, his intentions to run for office, naming the particular office.

Such notification must be in the Secretary-Treasurer's office no later than November 15, 1940.

#### Needed Qualifications

In order to qualify, a candidate who accepts for office must meet the following requirements:

1. He must be a citizen of the United States of America.
2. He must be a full member of the Seafarers' International Union of North America, in continuous good standing for a period of six (6) months immediately prior to the date of nomination.
3. Any candidate for Agent or joint patrolman must have three years' sea service in any one of three departments. Any candidate for departmental patrolman must have three years' sea service in his respective department. Sea service is understood to mean work on merchant vessels.
4. If he has previously held office, he must be clear of misconduct while employed as an officer of the union.

All notifications must bear the roll-number of the candidate named as well as the list of qualifications and proof thereof. Those who do not comply with these requirements will be regarded as having declined the nomination.

A Committee on Candidates will be elected after November 15 to check on qualifications.

#### Voting Begins December 1

Balloting on the candidates will begin in December and will be carried on for sixty (60) days thereafter by Referendum vote. The ballots will be tallied at headquarters and results announced the first week in February.

### W. C. Sailors In Beef With C. I. O. Scalers

SAN FRANCISCO.—C.I.O. scalers, aided originally in their organization by the efforts of the Sailors Union of the Pacific, threw a phoney picket line at lunch time last Tuesday around the S.S. President Taft, in San Francisco. when the sailors insisted on their right to sailors' standby work and got it. The "picket" line came as part of the fengling engaged in by the Harry Bridges forces under Communist Party domination to drive the militant SUP into a corner because of its resistance to Stalinite control.

Led by their fighting secretary-treasurer, Harry Lundeberg, the sailors smashed their way through to the ship, after threats of violence on the part of the Bridges-led scalers, to take the work that rightfully belongs to them. The scalers were of course, supported by the other C.P.-dominated unions on the waterfront—Bridges' ILWA and the Marine Cooks and Stewards. The SUP, on the hand, has the firemen and the teamsters behind it.

After the foray, the courts issued an order to the scalers to desist from picketing. Bridges' outfit continued to hold out against loading. The SUP men did not, however, intend to allow anything to stand in the way of maintaining their right to the work they are entitled to under their contract.

P.S.—The beef was settled last Friday, with the SUP retaining its standby work.

#### FRUITS OF MILITANT ACTION:

### P and O Men Collect Back Pay; Money to Be Divided Equally

Along with a signed agreement with the Seafarers International Union and increases in wages and overtime, the Peninsular and Occident Steamship Company agreed last August to accept an NLRB decision granting the payment of back pay to P. and O. men affected by last year's SIU strike on that line. Regarding the disposition of the sum allocated by the company in payment of this back pay, we have received the following letter from the New Orleans Branch, which we wish to call to the attention of all the men involved:

In settlement of the P. and O. case, in addition to other gains, the below named men were awarded the sum of \$3,500.00, which is being held in escrow in the bank here in New Orleans, to be distributed just as soon as the majority of these men write in to the Seafarers International Union, 309 Chartres St., New Orleans, La., and state that the division of this money is satisfactory. When this is done, we will take this up to the NLRB and if it meets with their approval, the checks will immediately be mailed out. In cases where men were left out of this settlement, who feel that they are entitled to a share of the money for time lost, starting thirty days after the termination of the strike, they should immediately notify the SIU office at New Orleans.

Just as soon as we receive letters from a majority of the men listed below, stating that it is agreeable to divide the \$3,500 equally among these men, the checks will be mailed to your last known address.

J. L. Childress	R. C. Pauley	Lou. Honigman	Joe King
Mario Ardoza	E. A. Segrest	Orville Abrams	Jake Gregory
Ralph Holcomb	John Bodden	Tony Valesquet	Manuel Garcia
Wallace Smoke	Gordon Hales	W. Coleman	George Burns
H. L. Shaw	Constant Bado	P. Hammond	Basil Smith
Martin Trainor	Ed Dampiers	Geo. De Vane	C. Hellner
Major Costello	Reg. Roberts	J. L. Tuttle	Adolph Capote
Leo Barbarossa	Jains Pedro	S. S. Rhodes	Jack McCranie
Frank Leonard	Cyril Sawyer	Pete Saffros	J. P. Barber
Otto Timm	Earold Bradley	H. J. Campion	P. Carney
I. J. Peglow	John Tregler	N. De Vane	Earl Ferree
H. H. Spear	John Jacobs	A. G. Hyde	Francis Brown
R. C. Abreu	H. W. Delaney	A. F. Shepherd	C. D. LeFevre



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Affiliated with the American Federation of Labor

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**Atlantic District  
HEADQUARTERS**

New York (Phone: Bowling Green 9-3437) ..... 2 Stone Street  
**BRANCHES**

Boston ..... 333 Atlantic Avenue  
Providence ..... 465 So. Main Street  
Philadelphia ..... 6 North 6th Street  
Baltimore ..... 14 North Gay Street  
Norfolk ..... 60 Commercial Place  
San Juan, Puerto Rico ..... 8 Covadonga Street

**Gulf District  
HEADQUARTERS**

New Orleans ..... 309 Chartres Street  
**BRANCHES**

Savannah ..... 218 East Bay Street  
Jacksonville ..... 136 Bay Street  
Tampa ..... 206 South Franklin Street  
Mobile ..... 55 So. Conception Street  
Texas City ..... 105 - 4th Street N.

**Great Lakes District  
HEADQUARTERS**

Detroit ..... 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS  
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P. O. Box 522, Church St. Annex, New York, N. Y.

## It Reeks Alright!

In an editorial column appropriately enough headed by a picture of a broken-down toilet bowl, the Pile-it of October 18, 1940, lets go of a stink entitled "Strikebreaker Dumped." It is the usual vicious tripe about Harry Lundeborg, this time gloating about the fact that the SUP leader suffered some physical injuries as a result of active fighting for the rights of his membership.

Lundeborg led a crew of sailors to their rightful jobs on the President Taft in San Francisco, battering their way through the obstruction of a gang of C.P.-led scalers or alleged "scalers" who attempted to get this work for themselves illegally. In other words, he proved in action that he stands four-square for the rights of the SUP membership.

For this the odoriferous Pile-it labels him a "strike-breaker." By the same token, no doubt, by which they call the finky crew headed by Curran—who ordered "hot cargo" handled by NMU members during the late tanker strike of NMU seamen—"militant" and courageous leaders.

In its gloating account of the petty injuries sustained by Lundeborg, Curran's rag says: "Unfortunately for the seamen, Lundeborg has been getting away with his strike-breaking (sic) tactics far too long. . . . No man is slick enough to get away with strike-breaking (re-sic) forever, even though that man may have at one time had the confidence of many honest seamen."

If this kind of language, covered up by the slander about "strike-breaking," means anything, it means that Curran and Co. approve of physical violence against the person of Lundeborg—and, by implication, against other seamen of opponent unions—and urge more of it!

Just let them try it! They will get the surprise of their life. The "confidence of many honest seamen" in Lundeborg and in the SUP and SIU will teach such would-be "dumpers" a lesson they will not soon forget! These lads who are constantly calling upon the cops for protection had better go slow with threats of violence.

Both in the threats as well as in the malicious gloating, the Pile-it remains true to the picture printed at the head of the latest editorial column. The broken-down toilet bowl ought to serve as its emblem. It reeks all right.

### A Note on the Starving Shipowners

Who can forget how Curran, McKenzie and Co. shed bitter tears before the NMU membership last May, imploring them to accept the \$2.50 sell-out, because the "shipowners were not in a position to pay any increase at all" (poor things)?

Well, the facts seep out little by little. And here's a little fact to show how rascally the gang of misleaders that runs the NMU really is.

It's a quotation from the Journal of Commerce:

"Earnings of the United Fruit Co. during the nine months ended Sept. 28, 1940, are estimated at \$12,598,000 (!), Cecil B. Taylor, comptroller of the company said . . ."—(Journal of Commerce, October 15, 1940.)

United Fruit, as is well known, is under contract to the NMU. All the poor devils made this year was a paltry twelve million bucks! That's something for the boys on Eleventh Avenue to really wring their hands about!

And that's only one case of many!

## IT WAS ALL DONE WITH TOOTHPICKS

(From the West Coast Sailors)

If we were asked to take our choice between the hatchet men of the Communist Party and the Stalinist pen prostitutes, we confess that we would much prefer the former. It's a choice between a knife in the back and a dose of poison, but at least the knife wielders, even if they outnumbered you 10 to 1, must have the courage to confront their intended victims. All the pen prostitute has to confront is his inkpot—and his latest instructions from the head of the agit-prop department of the C.P.

### News to Me

A case in point is the smear printed in the San Francisco Chronicle by a character who calls himself "It's News to Me" Caen, otherwise known as "Columnist" Herb Caen. "It's News to Me" prints a blurb the other day which is a masterpiece in its class. It reads as follows:

"Down on the Embarcadero, No. 1 topic of conversation is still Tuesday's brawl between AFL and CIO waterfront workers, out of which one Harry Lundeborg, chief of the AFL seamen, emerged as a 'hero' because he went right on leading his men despite a jaw cracked in four places. The guy who planted the jaw-breaker on Lundeborg is a gee (note the proletarian touch—Ed.) who weighs 106 pounds, and it seems he also disposed of Harry's bodyguard—so Wednesday some of the boys were wondering whether this flailing featherweight had been injured too. 'Yeah,' came the casual answer, 'he sure hurt his hands.'"

### Mighty Midget

Herbie "It's News to Me" Caen would be surprised if he learned the actual truth, that it really was one of Singer's midgets, with one of his hands tied behind his back, who disposed of Lundeborg, his body guard and furthermore—that four 200-pound sailors contracted pneumonia from the swish made by the swinging midget! Not only that, but the five sailors who went to the hospital to be treated for what ignorant doctors diagnosed as knife wounds, were actually stabbed by toothpicks which the scalers who had just come from lunch were chewing on. The doctors didn't know the sailors bruise so easily, otherwise they could not have made so grievous an error.

### Hold Your Nose

"It's News to Me" Herbie with his nose buried deep in the Stalinist dungheap, can certainly smell out a story! But the smell of Herbie's story leaves an odor that would even crinkle the nose of a bilge-diving scaler, and that's no news to us.

### Pres. Green Advises Draft Board Vigilance

In a letter to state and city central bodies affiliated to the American Federation of Labor, William Green, president, writes: "It is vitally important to organized labor that the rights and interests of workers be fully protected in the administration of the (Draft) Act."

"In view of this, it is imperative that your organization urgently recommend to the Governor of your state, for appointment on each of these boards, labor representatives qualified to serve."

## Curran Boasts That Hurt the Seamen

According to the New York Times of October 7, 1940, the NMU officialdom has announced that wages in the maritime industry are "now the highest in the history of the American merchant marine."

What's the purpose of this kind of idle boast? Obviously to get a boost and some free propaganda for the crew of piccards running the NMU. But does it help the seamen?

Let's see: Included in the boast is the claim that 70 cents an hour for overtime constitutes a "peak." Now, it is true that the NMU officials haven't been able to do better than that. On SIU ships, on the other hand, THE PREVAILING RATE FOR OVERTIME IS 80 CENTS AN HOUR—on coastwise as well as off-shore!

This boastful lie of Curran and Co.—concealing the fact that better conditions have already been attained by the SIU—serves only to give the shipowners arguments against establishing the 80 cents on all ships.

In general, this kind of boasting only undermines the cause of the seamen: It lulls them into a state of false security.

Instead of boasting about wages as they are, militant seamen want to see that they go up and keep in line with the constantly increasing cost of living.

But, then, there never has been much in common between what the aggressive seamen want and what the double-dealing NMU officialdom has to offer.

### Blitzflip-flop:

## C. P. "Generals" Calling Curran's New Turn?

Leonard Lyons, NEW YORK POST columnist, reported in that paper on Wednesday, October 16, that Joseph "Bellwether" Curran has secretly agreed to sign up with William Allen White's "Committee to Defend America by Helping Britain."

If we didn't know that the Communist Party moguls themselves consider Joe's chances of reaching Congress more or less of a joke, we might regard this sort of news merely as an attempt to snatch a few votes. However, what is more likely is that the Stalinites are angling for another flip-flop in their line—as predicted by nearly every wide-awake observer, particularly writers and correspondents in recent issues of the Log—from "peace mobilizations" to "defend democracy by getting into the war" drives. This would be right in line with the rumors of a break between Joe (of the Kremlin) and Adolph and of conciliation between the Kremlin and the so-called Democratic Powers.

If the report is true, then Curran is apparently being assigned the role of a "bellwether"—that's the animal that leads the others to the slaughter-house in the stockyards—to head the herd of Stalinist funkies back from the camp of "peace" to that of the "war to save democracy."

And Joe was the main speeler at the Communist Party's Chicago "Peace Mobilization" only a month ago! That's a sort of a Blitzflip-flop. . . .

## Dangerous Precedent Set in Court Action Against Teachers

A dangerous precedent for unions was set by a court action directed this week at the New York Teachers Local 5, affiliated with the A. F. of L. A sub-committee of the City Council served the union last week with a subpoena requiring the production of books and financial records, minutes and membership lists, "past and present," of the union. The union brought court action to vacate the subpoena, but this was denied last Monday by Supreme Court Justice John F. Carew.

In making the subpoena legal and not subject to a stay, the court practically set a precedent which would enable anti-labor employers to coerce the unions into disclosing their membership—one of the best ways for labor-hating bosses to establish black-lists.

The union is resisting the court action, making itself subject to contempt, so as to bring the case before higher instances for a definitive decision.

Professor Counts, President of the American Federation of Teachers, with which the New York union is affiliated, and Thomas J. Lyons, President of the New York State Federation of Labor, have announced that their respective organizations are contemplating ways and means of aiding the New York teachers in the struggle against the setting of this vicious precedent.

## Seafarers' Log Honor Roll

S.S. DESOTO (West Coast Sailor) . . . . .	\$ 1.50
S.S. DELBRASIL:	
Deck Department . . . . .	9.00
Engine Department . . . . .	2.00
S.S. CARRABULLA . . . . .	2.50
Robert White . . . . .	1.00
Ed. C. Robinson . . . . .	1.00
Andy Hope . . . . .	1.00
Marty Nutini . . . . .	1.00
Ben Stankewis . . . . .	1.00
C. Fisher . . . . .	1.00
J. Fitzpatrick . . . . .	1.00
J. E. Peterson . . . . .	.50
V. J. Smiley . . . . .	.50

Total . . . . . \$23.00



What's Doing—

# Around The Ports

## TAMPA

October 17, 1940

Editor, Seafarers Log:

Shipping has slowed down a little on deck, and we can boast of a couple of A. B.'s on the shipping list. The stewards department has been moving the fastest, with the black gang running a close second.

Some of the boys on the S.S. William C. Atwater dropped a line or two over this way, saying to expect them in a few days, along with a report on some beefs that were on her. Last trip in here she had a lap full, and some had to be sent on up the line to Agent Morgan's territory.

Seems this brother hit her with his iron plenty hot, for all the wrinkles were gone in no time, with the crew getting full satisfaction and pleased to the point of compliment.

A little teamwork here and there is an awful hard combination for John Shipowner to buck and if used properly, he can't beat it. For proof of this look at the bucks spent through labor fakers to keep the two coasts and the Gulf separated under different regimes, and even to different ports pulling hair. With the combined efforts of all hands of the new district formed out of the Atlantic and Gulf districts, we can build the most powerful organization ever had by the seamen on this coast, and it will be strong enough to keep old John Shipowner in his place and make him like it.

This can't be done with half the men working toward this and the other half sitting on their ass taking things as handed them. It can't be accomplished if the men on the ships don't live up to their end of the contract and see that the companies live up to theirs. It won't be accomplished if the shoreside delegates don't give their fullest cooperation in all beefs, no matter how small, and get a 100 per cent backing from the crews in any kind of action required to get their just demands.

There is the old "internal beef" pops up once in a while about "dues collecting patrolmen." The guys come aboard, collect dues, and are gone, slipping out of the beefs or sliding over them as easy as possible with no satisfactory settlement made on the part of the crew. That is absolutely disgraceful.

Collecting dues on the ships in the first place is a courtesy and convenience extended to the membership on the ships. If collecting interferes with the settling of differences concerning the welfare of the men on the ships and their living conditions and beefs, the organization would profit by the men paying their dues in the Union Hall Offices and the patrolmen giving their undivided attention to the welfare of the crews, thus leaving no room to beef on laxity of the patrolmen and no excuse for the beef not being settled, on the part of the patrolmen.

Agent Elkins in Baltimore drops us a line down as to how Waterman was trying to pull some funny stuff on him concern-

ing articles and bonus on one of their wagons and to be on the lookout for her. With the info given us ahead of time, we are all set for this baby.

Heard that down in Miami a company "G" man (that's the polite word for a stooge) was sleuthing around for a wee bit of information in a bar. As everybody was drinking beer, he had to also, to keep from becoming conspicuous. He was so conscientious in his effort, damn if he didn't get drunk, fall off a stool on his head and get his hair all messed up. Mama's liable to scold if she finds this out. It'd be a good idea if he'd stick to running errands and punching that typewriter in the future and let the more experienced rats attend to the stooging. I wouldn't be surprised if he has reached this same conclusion by now himself.

Quite a few members are not taking enough interest in the new agreements coming up to be negotiated. These men are the same fellows that come up after the agreements are in effect and tell you what's wrong with them and what should have been done, etc.

It is the duty of every member to write in suggestions and changes to the branch that he thinks should be made and that would improve the agreement, and the shoreside delegate will see that they are put into the Negotiating Committee's hands. Any time taken up in a ship's meeting on this subject would be well spent.

Some stooge on the Coast writes Curly Rentz a note calling him names for his article in the last issue of the West Coast Sailor, telling how the Commies shoot marbles. A bashful lad, too, he didn't sign his name.

Some of the members are still confused concerning Permit meeting books. It is the interpretation of this port that when a man has put six actual months sailing on a permit card, he is then only eligible to file application for membership, which applications will be reviewed when the books are opened, and not that they get a book when they serve the six months.

Fraternally,  
J. S. White, No. 56G.

## JACKSONVILLE

October 7, 1940.

Dear sirs and brothers,

We had quite a few ships come in last week, and it was an extraordinary week, regarding dues. The Helen topped the high mark, when several of the members aboard her paid one year's dues in advance.

The Major Wheeler contributed quite a few for the coffers in Jax. A few more ships like these and we will be able to make a go of it down here.

Have been notifying all the crews in regards to the amendments to the constitution as they are being voted on at the present time. Although quite a few of them have good intentions of coming up to the hall to vote, they get stuck somewhere between. There is only one more week left to vote on this issue so let's not neglect it any more than you

## NEW ORLEANS

October 8, 1940.

Editor, Seafarers' Log,

Dear Sir and Brothers:

Shipping for the past week pretty fair. With a total of 46 men dispatched to various jobs.

The Delbrasil came in last week with her beefs, as was expected. She didn't have as many beefs as she had on her maiden voyage. There were the usual minor beefs in the Deck and Engine departments, but the Steward department was a big headache. Seven (7) men of her crew missed the ship in South America. The heat must really be getting the boys down there, or is it the dark skinned gals with a little canan and grape mixed in.

Two permit cards were taken up on the Delbrasil after the men had made their first trip. The 2nd cook, George A. Souersen, boasted he would never belong to any union. For a fact we know he will never belong to the S.I.U. so he hasn't very many other seamen's unions to choose from. He acts like a typical Maritime Commission stooge so it will be much easier for him to join up with the Maritime Commission, where such as his kind belong.

The other man was Walter L. Reynolds, an A.B. This feller was drunk in every port and caused a lot of trouble. This is just the type of fellers the S.I.U. does not need and will not have. A description of these men will be sent to all branches so they will not be issued an S.I.U. permit again.

All ships' delegates should notify the hall on arrival in port when there are any permit card men aboard. These men are allowed 30 days, or a round trip if the trip is over 30 days, on the ship they are on. Delegates on the ships should let the patrolmen know, so these jobs can be put on the board at the hall and be challenged by full book members. Let's not have permit men on the ships over their limit, when full book members are on the beach.

The Lafayette was up the river at St. Rose loading airplane gas for the Far East. In addition to the regular bonus the crew demanded a ten percent increase due to the fact that airplane gas is classed as an explosive. The company would not give in, but when the men gave the 24 hour notice to pay off, they changed their minds and gave the crew the 10% increase. More than likely they wanted the ship to get

have to, as it is of vital importance to the membership as a whole to take a little interest in the affairs of the union.

The fruit season will be starting pretty soon, and all the winter birds will be heading down this way, so don't forget to stop off in Jax as we haven't very many members in all three departments on the shipping list at present.

Shipping was fair last week, with 9 members, and two permits dispatched for the week.

Steady as she goes,  
Fred Lauritano

out before the 16th deadline for all ships going to the Far East (Japan).

One of the lakers we have waited so long for will crew up Wednesday or Thursday of this week. We should be able to get a good agreement out of this outfit. As soon as we place the crew aboard, Biggs will begin negotiating for an agreement. More than likely, it will be the Range Line agreement, which is one of the best we have.

Fraternally yours,  
Buck Stephens, Dispatcher

## TEXAS CITY

### NMU "Picket" Lines--Off and On At Shipowners' Convenience

October 10, 1940.

Editor, Seafarers Log

Dear Sir and Brother:

As you will have noticed in the last few notes I've sent in to the paper, I've mentioned the fact that the NMU here were all het up over the action of the government in allowing the exportation of gasoline and lead to Japan. In fact they were so incensed that they decided to do something about it. They did. They threw a picket line on the ship. Of course, the fact that the picket line was from two to four miles from the ship, and that it just happened to be maintained on the main highways into town, was just coincidence. It was a legitimate picket line against the bosses. Nary a thought of the publicity value, perish the thought!

The theme song was: we must stop the shipping of all war material to the Orient. Maybe there was an undercurrent that they were helping Moscow Joe also. After all, the Japs might throw some lead and steel at Joe.

This, of course (of course), was the action taken on the PANAMANIAN. Once again the NMU was out to show the world that they were willing, nay eager, to do their bit to keep our foreign policy in the correct groove. So the picket line got a few inches of space in the local papers, and the far-sighted leaders (?) were happy.

Then woe and alas, the Dr. Lykes came bouncing in over the bounding deep. Maybe the boys forgot these new ships were a little faster. Anyway, here she was, tied alongside the dock very securely, loading—of all things—gasoline and lead for the Orient!

Now, there is a limit to everything. It's O. K. to picket these foreign buggies. After all, they will never be back here. But when one of our own ships show up that's a different story. Shades of the '39 tanker strike—the picket line evaporated! What price solidarity? You answer, I can't. After all, maybe the boys received the wrong orders from Moscow.

Things are getting kind of confusing to the regular rank and filer. He is likely to meet himself some night coming in from a discontinued picket line just when his watch comes up. He is not sure when to go or when not to go. Charges are liable to be filed against a Brother for going out to picket, or charges for not going.

It just seems like another cheap publicity stunt has boomeranged and given the members one more thing to think over. And the head of this organization is running for Congress! Pardon me, I mean the figurehead. After all, the whole party can't get on one ballot—even for a Congressman's berth.

Steady as she goes, so a picket line will always mean just that.  
A. W. Armstrong.

## NOTICE TO ALL AGENTS AND ALL BRANCHES

The following Permit Cards have been revoked and the men named are not to be issued another Permit Card under any circumstances:

George A. Sorensen  
Verne T. Woodruff  
Walter L. Reynolds  
Harry A. Devaney

October 12, 1940

Editor, Seafarers Log

Dear Sir and Brother:

Watch out, or the picket line will get you! Yep, though the Dr. Lykes loaded out for the same ports, sailed without any trouble, the picket line is still being maintained on the Panamanian! What a diff! If the operator happens to be in a position to resent a picket line, there is none. But if the operator can't slap back, look out because here comes the militant picketeers!

Busy week. Shipping very good, eight men registered on the shipping list in all three departments. Just can't seem to get enough men around here to hold a meeting.

I was given a copy of a form letter mailed out by the NMU to members aboard the ships which are going to be voted. In this letter it states that the shipowners gave the increase in wages just to cause confusion. Tut, tut, I wish they would take it into their heads to cause some more confusion. There is some very interesting reading in this blurb.

Quote:  
"The existence of the NMU is the only reason why wages have been raised, hours shortened, conditions improved, etc."

Yep, that is an actual quotation from this letter. Now, maybe the SUP will get this understood and instead of bashfully admitting that they led the battle, will explain to any misguided brother just who did win conditions.

Another gem is this one. Quote:

"The NMU represents your job security. You are backed by 50,000 men who will fight as one against any attempt of the shipowners to drive you back to conditions which existed before the NMU was organized."

Shades of the tanker strike! Of the issue of the Pile-it which recommended the \$2.50 raise just at the time our committee was negotiating an increase with the Bull Line!

Once more to the SUP. I'm sure a lot of the boys on the Coast will want to know that now the SUP is a shipowner. Where is the profits? You don't believe it? Then wait. Quote: "because the SIU was originally fostered by the shipowners."

In my simple way, I thought the A. F. of L. handed the organizing of this SIU over to the SUP because the SUP has a habit of getting things done the right way, but now after all this time, I find that I'm wrong.

So long as such dribble as this is used as an organization basis, no wonder that in two short years the SUP-sponsored (pardon me, "No Coffee Time," I just can't learn) SIU has grown so fast and solid.

Steady as she goes.  
A. W. Armstrong.



**Showing His True Colors:****John L. Lewis to Campaign For Wendell Willkie?**

Two ace reporters for the New York Times, Louis Stark and Arthur Krock, seem to think, judging from their Washington dispatches, that C.I.O. chieftain John L. Lewis will soon make a public declaration favoring the election of Wendell Willkie. Stark and Krock have been noted in the past for getting their inside Washington dope straight on ever so many occasions.

**Record Belies Claims**

If the report is true, it would hardly be surprising. For, although Lewis talks a good militant fight, his record falls short by far from bearing out any such an estimate of him. It is true that he has more recently been playing ball with the Communist Party — whose many and varied zig-zags have shown up how phoney its own "revolutionary" policy actually is. It is true, also, that for a time Lewis was tolerant of progressive policies in the organization of the vast steel and automobile empires. But, fundamentally, Lewis has always remained the opportunist, the old line labor skate whose interest in per capita payments by far exceeds his zeal. And for good cause, when one considers that his annual income as president of the United Mine Workers alone amounts to a paltry \$25,000 per year.

**How Will C.P. Followers Take It?**

That Lewis is what he is cannot be a mystery to the camp-followers of the Kremlin. If they play him up in their press and in their general propaganda as the savior of American labor and as a "red as the rose" labor militant, they do so with tongue in cheek. Their pro-Lewisism is based, like all their policies, not upon any desire to be of service to labor, but upon a devotion to the hand-outs of the Kremlin which they do serve most slavishly—and which require putting forward varying "lines" that Lewis, for his own momentary advantage, is quite willing to cover up with his authority. What the C.P. top fractions will do in case of a Lewis declaration for Willkie is quite unpredictable. But it is safe to assume that they will not be surprised.

They will not be surprised, for the very good reason that such a step would be in line with Lewis's whole past record. That record is put forward with considerable clarity by Krock, in the following words:

**Big Business Looks at Lewis**

"The C.I.O. leader was for many years a Republican, and many business men classify him as a fundamental conservative. When he, with T. W. Lamont (of J. P. Morgan and Co.) Owen D. Young (of General Electric) and others, was urged by the enthusiastic (Assistant Secretary of State and Brain Trustee Adolph A.) Berle to prepare a recovery program for the President — his associates found very little of the radical in Mr. Lewis."

In other words, the bankers and the utility magnates — according to the testimony of a newspaperman who is a confessed apologist for them and a staunch Willkie man himself — find labor leader Lewis a man after their own heart.

All Lewis wants, Mr. Krock goes on to say in his report, is a place at the table of the Government for "Labor" — that is, for the \$25,000 a year "labor" men such as himself.

**His Own Union Expresses Itself**

When, in his own miners' union, locals prepare for the coming U.M.W.A. convention by endorsing Vice-Pres. Philip Murray for the Presidency of the coal-diggers in far greater number than Lewis, the cause is obvious. They are not so much in favor of the pro-Roosevelt man Murray — Lord knows they, along with the other unions, have registered plenty of kicks in the pants from the present administration to be rooting for either of the two old parties — as they are anxious to protest against the "fundamental conservatism" and reactionary politics of John L. Lewis. They instinctively feel — and thus express — what the employers on the other side feel: that Lewis has "very little of the radical in him." Or, to put it better, that by his horse-trading Lewis has very little of the interests of the men in his union at heart.

**A Myth Exploded**

In supporting Willkie — if and when he does — Lewis will only explode the myth of his militancy which the Stalinists have so assiduously built up among the newly organized workers of the C.I.O. as part and parcel of their whole policy of miseducating and deceiving labor in the interests of their own bureaucratic clique.

**Another "Friend Of Labor" Seen In Action**

Every once in a while some embarrassing situation arises that brings a blush or two to the cheeks of the politicians of the Old Parties dubbed "friendly to labor." This sort of serves to tell the working stiffs what's really what behind all the blah-blah that's hashed out to catch their votes. The following item belongs to the same category:

"HOUSTON, Texas, — Four scabs restored elevator service to the Commerce Building, owned by (President Roosevelt's) Secretary of Commerce Jesse H. Jones, when 40 employees walked out on strike. Charles Tornhill, building manager, blamed efforts of elevator operators to form a union as 'the cause of the trouble.' Draw your own conclusions.

**ATTENTION!****Aluminum Line Men Who Have Quit Ship in Canada:**

We have received the following letter from the Aluminum line, to which prompt attention should be paid:

Pier 28, East River,  
October 15, 1940.

Seafarers International Union,  
2 Stone Street,  
New York City.

Dear Sirs:

We attach hereto a list of sailors who were formerly in our vessels and were discharged in Montreal and no doubt have now returned to the United States.

At the time a seaman is discharged from a vessel in Canada the Department of Immigration issues a check out slip which is supposed to be turned in to the Immigration Authorities at the border and in turn is returned to the Centralized Bureau of the Department of Immigration. Failure to produce this slip causes us to make a deposit of \$109.00 in each of the attached cases and unless we can prove the men involved have left Canada, we forfeit this money which, in this instance, amounts to \$1,400.00.

We are quite satisfied that all of these men are now in the States but lack the necessary proof. In view of this we request that if you know the whereabouts of any of these men you communicate with us, which will enable us to obtain affidavits from them and recover our deposits.

Your prompt attention and cooperation will be greatly appreciated.

Yours very truly,  
ALCOA STEAMSHIP CO., Inc.  
(Signed) L. C. Brown

**Members of Crew Who Failed to Return Canadian Immigration Form No. 224**

EX S.S. "SCHODACK"—6-11-40:  
Clarence J. Smith, 736 Trinity Street, Beaumont.

EX S.S. "SCHODACK"—6-14-40:  
Ludward J. Duplain, 1035 Marigny Street, New Orleans.

EX S.S. "PT. PALMAS"—7-11-40:  
Emiliano Arcay, 56 Pacific Street, Brooklyn, N. Y.

EX S.S. "PT. BRAVA"—7-26-40:  
Harold Chase, 45 Longmayer Avenue, Buffalo, N. Y.; William Large, 116 Powers Street, Bellefontaine, Ohio; Arthur Ward, 59 Clay Street, San Francisco, Cal.; Charles Crosland, 153 Canal Street, Mobile, Ala.

EX S.S. "COELLEDA"—7-31-40:  
Bud Ray, 1399 Lakeway Avenue, Kalamazoo, Mich.; Gowell,

**Resolution on Nominations**

Nomination of candidates for office in the Atlantic & Gulf District of the Seafarers' International Union of North America takes place on the basis of the following resolution, accepted by majority vote of the branches in this district:

**RESOLUTION**

WHEREAS, the membership of the Atlantic and Gulf Districts, through a referendum vote, have voted to amalgamate into one District known as the Atlantic & Gulf District, and

WHEREAS, the membership of the Atlantic & Gulf Districts have concurred in a resolution calling for the postponement of the nominations and elections for a period of one month, and

WHEREAS, the nominations for officials in the Atlantic & Gulf District will be held in New York, New Orleans and all other Branches at the last two regular business meetings of the month of October, therefore be it

RESOLVED, that the following offices in the Atlantic & Gulf District be opened for nomination and be placed on the ballot:

One Atlantic District Representative  
One Gulf District Representative

**BOSTON:**

One Joint Agent  
One Deck Patrolman  
One Engine Patrolman  
One Steward Patrolman

**PROVIDENCE-NEW BEDFORD:**

One Joint Agent

**NEW YORK:**

One Joint Agent  
One Deck Patrolman  
One Engine Patrolman  
Two Steward Patrolmen  
Two Joint Patrolmen

**PHILADELPHIA:**

One Joint Agent  
One Joint Patrolman

**BALTIMORE:**

One Joint Agent  
One Deck Patrolman  
One Engine Patrolman  
One Steward Patrolman

**NORFOLK:**

One Joint Agent  
One Joint Patrolman

**SAN JUAN:**

One Joint Agent

**SAVANNAH:**

One Joint Agent

**JACKSONVILLE:**

One Joint Agent

**MOBILE:**

One Joint Agent  
Two Joint Patrolmen

**NEW ORLEANS:**

One Joint Agent  
One Deck Patrolman  
One Engine Patrolman  
One Steward Patrolman

**TEXAS CITY:**

One Joint Agent

and be it further

RESOLVED, that the office of Agent for both Miami and Tampa be left off the ballot for the coming year and that both these Branches remain on organizational basis, due to the fact that the present Agent Steeley White of Tampa and Gordon Hales of Miami were responsible for organizing the P & O ships away from the NMU and back into the SIU, and that the NMU has not yet been totally eradicated from those areas and therefore it is essential that we increase our organizational activities in those areas under the capable guidance of Brothers Gordon Hales and Steeley White, who have won the confidence of the seamen in those areas and on the P & O ships; and that we must protect our hard won gains in those areas by having key men there as Agents who can continue to organize and produce and who have the confidence of the membership, and be it finally

RESOLVED, that the Miami and Tampa Agents come under the direct supervision of the Secretary-Treasurer in Washington, D. C., and the Gulf Representative, and that they shall conduct the affairs and business of these Branches in the same manner as any other Branch Agent of the Atlantic & Gulf District financially or otherwise.

**NOTICE TO ALL CREWS: CONCERNING AGREEMENTS**

All agreements signed by the Seafarers International Union and companies under contract with us carry priority date provisions. That means that if any changes or revisions or amendments in the agreement are contemplated by either the union or the shipowners, the party desiring such must notify the other that it is reopening the agreement EITHER THIRTY (30) OR SIXTY (60) DAYS PRIOR TO THE EXPIRATION OF THE AGREEMENT. Otherwise, the agreement is AUTOMATICALLY renewed FOR ANOTHER YEAR under the old terms.

A case in point is the Cuba Distilling Company. The date of expiration on the agreement with that line is September 30. The date of priority, based on a sixty days' notice clause, was July 30. Some of the crews of the Cuba Distilling Co. sent in requests for changes in the agreement on September 12. By that time, it was too late to reopen the agreement. Any revisions to be made would have had to be requested BEFORE JULY 30, to get action accordingly. The SIU obtained an average raise in basic monthly pay of \$7.50 on that line on June 24, and had no GENERAL cause for reopening the agreement. In order to obtain other revisions, the crews should have requested the union to reopen the agreement BEFORE JULY 30 in order to meet the requirements of the contract. At the present time only clarifications of the agreement are possible.

Bear these facts in mind: In order to get necessary changes made, every crew must keep informed as to the date of expiration of the agreement under which it works, as well as to the priority provisions of the contract. Contracts cannot be reopened after the priority date! So, act ON TIME!

John D., 11 Highbrook Road, Norwalk, Conn.

EX S.S. "PT. CALETA"—8-21-40: Edward Guscynsky, 13 Vinton Street, South Boston, Mass.

EX S.S. "PT. CALETA"—8-24-40: James A. Cunningham, 20 Meredith Circle, Milton, Mass.

EX S.S. "PT. BRAVA"—9-23-40:

Liberatore Luciano, 496 Glenmore Avenue, Brooklyn, N. Y. or 310 Miller Avenue, Brooklyn, N. Y.; George Steinman, 3263 - 43rd Street, Astoria, Long Island, N.Y. or 3743 - 58th Street, New York City, N. Y.; Albert O'Connor, 1263 or 1283 Jefferson Avenue, Buffalo, N. Y.

**In Memoriam**

Millard Roberts  
Died in the Mercy Hospital  
at Baltimore, Md.  
October 10, 1940

**Ocean Dominion Line Changes Name**

The Ocean Dominion Steamship Corporation, a subsidiary of the Aluminum Co. of America, announced this week that it will henceforth be known as the Alcoa Steamship Company.