

**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., MONDAY, DECEMBER 9, 1940

No. 21

SIU WINS CALMAR LINE NLRB ELECTION 323 TO 9

Balloting for Seafarers Officials For 1941 Begins This Week!

Announcing that the Ballots are ready and all arrangements prepared for the annual referendum vote on officers of the Atlantic and Gulf District of the Seafarers' International Union of North America, Brother Sydney Gretcher, Secretary-Treasurer, sent out official instructions to all Branch Agents this week, giving detailed information on the procedure to be followed.

The great yearly opportunity for the members of the SIU to utilize their democratic right to pick representatives of their own choice has begun. No member of the union should fail to avail himself of this right, which is at the same time a responsibility. The men to be elected are charged with the duty to handling the affairs of the membership for the entire year of 1941. It is the responsibility of each and every rank and file member to be alert and use his ballot so as to obtain officials of the highest caliber, men with the necessary ability to defend their interests against the shipowners and all other opponents, come what may.

The SIU has made tremendous headway in improving conditions for the East Coast seamen in the past two years. It is up to the members to use their ballots in order to see that this progress is continued and followed up

with yet greater achievements in the difficult year ahead. Do your duty! Cast YOUR ballot for the officers of the SIU for 1941. Below we bring excerpts from Secretary-Treasurer Gretcher's letter of instructions:

Headquarters' Instructions On Voting Procedure

Washington, December 2, 1940

TO ALL AGENTS:

Dear Sirs and Brothers:

Today, under separate cover, voting paraphernalia consisting of a special "VOTED" stamp, official Roll List and sail needle and twine gadget for threading the ballot stubs, has been sent you.

You should have the ballots and voting paraphernalia in your office by no later than Monday, December 9.

You are to commence the voting as soon as the ballots and voting paraphernalia arrive at your Branch. Voting is to continue throughout the months of December and January or past the month of January should the membership decide to prolong the balloting a few days into February to make up for the days lost in December. However, that is up to the membership, and you will be advised accordingly before the end of January.

Voting is to be conducted at the regular business meeting and daily, with each Branch determining locally whether or not voting is to be conducted on Sunday and the setting of the voting hours daily.

Your Patrolmen should arrange with the various ship's officers to give the crews time off during the day in which to come to the hall and vote. Special meetings can be called at any time for the election of balloting committees for the purpose of voting ships' crews.

All ballots are to be issued numerically. The Official Roll List is to be signed by the members voting; all that the balloting committee is to do is to record the ballot and the book numbers on the Official Roll List.

Only full book members who are in good standing are eligible to vote. This means that both assessments must be paid and their dues must not be more than three months in arrears at the time they vote.

Indelible pencils are to be used in marking the ballots, so please see to it that the ballot committees are supplied with them.

The special "VOTED" is to be stamped on the 1940 dues pages, in the right hand squares opposite the months of November and December, if the member votes during the month of December. If a member votes during the month of January, 1941, then the "VOTED" stamp is to be stamped on the 1941 dues page in the right

(Continued on Page 3)

Sample Ballot For 1941 Elections On Page 2

A sample ballot for the election of officers of the Seafarers' International Union, Atlantic & Gulf District, for 1941, will be found on Page 2 of this issue of the SEAFARERS LOG. Study it carefully, so as to get all instructions regarding the procedure of voting right and avoid mistakes that may invalidate your vote.

AFL, CIO JOIN IN NORTHWEST LUMBER BEEF

A complete shutdown of the whole Northwest lumber industry loomed this week when AFL and CIO lumber workers' unions met in Centralia, Washington, and voted to join hands in "as broad a tie-up as possible."

The A. F. of L. Lumber and Sawmill Workers' Union and the CIO International Woodworkers of America seek a wage raise from 62½ cents to 70 cents an hour, and a week's vacation with pay.

At Tacoma, eleven mills already have been closed, five were scheduled to be struck last Tuesday at Everett, and a strike call has been authorized at Portland.

Facing a hue and cry from the operators about "obstructing national defense production" and the intervention of the National Defense Commission at Washington and its high-power "pressure" machine, the two unions closed ranks and sat down around a discussion table to formulate grievances jointly and to map out a joint campaign of strategy.

More Than 95 Per Cent Of Calmar Crews Vote For Union in New Victory

National Labor Relations Board elections aboard the Calmar Line ships resulted this week in a sweeping victory for the Seafarers' International Union of North America. 323 men out of a total of 340 polled voted to have the SIU represent them as the sole agency for collective bargaining with the company. Only nine men voted "no union," or against SIU representation. Discounting some eight void or invalid votes, the result constitutes for the Seafarers a more than 95 per cent vote of confidence from the crews of the Calmar ships—a mark to shoot at for maritime unions in NLRB elections!

Third Recent Victory!

The Calmar Line victory follows closely behind the SIU triumphs on the P & O and the Baltimore Insular ships. Within the past three months, the Seafarers' International has brought under its wing the unorganized seamen of these substantial lines, a sign of the growing organizational power of the union, which has been in existence on the East Coast only for two years!

Still to be accounted for is the result on the Robin Line, where the SIU faces a similar prospect of success. With

elections certifying it as the sole representative of the seamen on these lines, the SIU will, by agreements, bring the closed shop and the top wages and working conditions enjoyed on this Coast by SIU men to ever new layers of seamen.

Another Reply to Curran!

While the misleaders of the NMU do everything in their power to sabotage our fight for better conditions and spare no amount of slander to blacken the name of the union, the rank and file of the ships being organized give one demonstration of confidence after another, as election follows election, to the SIU.

Baltimore Insular Signs Closed Shop Agreement with SIU

With the Seafarers' International Union defeating the NMU three to one in the Baltimore Insular Line elections, SIU negotiations with the company have been proceeding steadily and resulted this week in a closed-shop agreement signed between the union and the shipowners. The contract provides for the same wage scale and conditions as the union's agreement with the Bull Line, including 80 cents per hour for overtime.

This week's "Pile-it" boasts of great achievements supposed to have been gained by the NMU on the Merchants and Miners ships, but tucked away in an obscure corner of the story is the FACT that the M & M agreement calls for only 70 cents an hour overtime pay! As usual the FACTS don't chime with the NMU BOASTS. What Curran and Co. call "gains" are conditions which SIU men, enjoying higher wages and better standards all around, would not work for because they regard them as scabby!

Curran, as usual, fills his column in the "Pile-it" with big-mouthed propaganda and slanderous bile against the "shipowner-dominated" SIU. But: can he

face the facts and explain them to the seamen? Is it a fact that the NMU agreement with M&M calls for 70 cents an hour overtime or isn't it? Is it a fact that the new SIU agreement with the Baltimore Insular calls for 80 cents an hour overtime or isn't it?

Is it a fact that practically all SIU ships work for this same 80 cents an hour overtime rate, or isn't it? Is it a fact that the NMU ships work for 70 cents an hour overtime—10 cents below the SIU standard—or isn't it?

Instead of slicing the balloney, "No Coffee Time" Joe should give the seamen the FACTS!

It is these facts that convince seamen, and that's why they are steadily swinging over to the SIU.

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

Affiliated with the American Federation of Labor

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"Defense Sabotage" Used As Employer Camouflage

Under the cloak of a campaign against "defense sabotage," employers are unleashing a fierce campaign against organized labor, of which only the merest beginnings have come to light up to the present.

Only last week a big hue and cry was raised in the brass check press controlled by the big business interests about "sabotage" and "obstruction of national defense" in the strike of the Vultee Aircraft workers out in California. The strike was even referred to as a "communist treason plot."

Now what were the facts in the case? The whole "plot" consisted of a demand on part of the Vultee employees for a raise in wages from 50 cents to 62½ cents per hour! The "treason" apparently consisted of the objection on part of the workers to continue slaving at below-subsistence levels while the owners of the Vultee plant were scheduled to make a clear profit of \$12,000,000 from their backlog of \$84,000,000 in war production contracts! To cover up this hysterical employer propaganda with a semblance of plausibility, the "Communist" label was attached to the "treason plot."

Labor certainly has no use for the Communist Party and its union-wrecking policies. But, if the employers think that they can use the "Red" bogey to intimidate workers from striking for living wages while they roll in huge profits from "defense" orders, they have another guess coming.

* * *

The Vultee men were not easily cowed by all the "patriotic" threats of the war profiteers. They held their lines solid even when the latter managed to enlist the support of frenzied officials of the governmental bureaucracy. They won their strike. The "plot" to get a 12½ cents raise an hour was highly successful. It is not at all hazardous to predict that there will be many more such "plots" in the future.

Labor does not intend to stand by idly and watch the employers heap up tremendous incomes from war orders, while the cost of living soars and its own living standards decline. Why, only a short time ago a member of the National Defense Advisory Commission, appointed by President Roosevelt himself, had the following to say in an official report:

"Forty-five million of us are living below the safety line right now because we are not getting the kinds and amounts of foods necessary for strength and health.

"Hungry, undernourished, ill people do not make for strong defense. We have the lands, machines and hands it takes to produce and move and market all the food we need to assure everyone an adequate and safe diet.

"Let's go to work to see that everyone gets at least that. Let's make America strong by making Americans stronger."

This was not said by a "Communist" or a "Socialist," but by none other than Miss Harriet Elliot, "consumer member" of the National Defense Advisory Commission appointed by the president himself! It is contained not in a soap-box speech, but in an official government report!

* * *

And yet, we read in the papers, administration Congressmen are introducing all kinds of bills in the legislative halls at Washington to ban strikes for higher wages! One such bill, sponsored by Representative Smith of Virginia, provides "penalties up to life imprisonment for persons convicted of sabotage in defense industries." (N. Y. Times, Nov. 28, 1940.)

And what is to be considered "sabotage"? The announcement tells us further: "The measure would require a thirty-day notice to employers and to the Secretary of Labor of the intention of labor in those industries to strike." If labor refuses to abrogate voluntarily its time-honored right to strike when its own organizations so decide, its members are to be subject to "life imprisonment" for "sabotage"!

We read further on: "One clause (in the same bill) would make it unlawful to require of a person seeking employment in a defense industry either that he join or that he not join a labor organization." What does that mean? In plain language, for a union to enforce the Closed Shop would become "treason," and union officials engaged in such enforcement would be subject to life imprisonment!

This is only one of many similar bills up before Congress. But labor will not be intimidated by this employer-inspired patriotic hysteria.

"Hungry, undernourished, ill people do not make for strong defense. We have the lands, machines and hands it takes to produce and move and market all the food we need to assure everyone an adequate and safe diet," said Miss Elliot's report. "Let's go to work to see that everyone gets at least that. Let's make America strong by making Americans stronger."

That's just the job of the labor unions. That's what the Vultee strikers did. That's what the working stiffs of the entire country will have to do. In doing this job, the unions will be on guard against the camouflage of "sabotage" hysteria—spread by the employers and their agents in Congress in order to protect their own profits. They will make America strong by making Americans—the vast majority of whom toil for wages—stronger than ever before!

Official Sample Ballot

Seafarers' International Union of North America
 ATLANTIC & GULF DISTRICT

1940 ANNUAL ELECTION OF OFFICERS
 DECEMBER, 1940 — JANUARY, 1941

INSTRUCTIONS TO VOTERS.—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. Vote for one candidate only for each office with the exception of New York Joint Patrolmen and New York Steward Patrolmen and Mobile Patrolmen. Vote for (2) two candidates for New York Joint Patrolmen and vote for (2) two candidates for New York Steward Patrolmen and vote for (2) two candidates for Mobile Joint Patrolmen. If you vote for a greater number, your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK LINE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

ATLANTIC DISTRICT REPRESENTATIVE
 Vote for One

JOHN HAWK, No. 2212

GULF DISTRICT REPRESENTATIVE
 Vote for One

M. D. BIGGS, No. G-373

NEW YORK—JOINT AGENT
 Vote for One

PAUL GONSORCHIK, No. 749

ARTHUR H. O'NEIL, No. 436

ARTHUR H. O'NEIL, No. 436

NEW YORK—DECK PATROLMAN
 Vote for One

DOUGLAS MUNCASTER, No. 397

NEW YORK—ENGINE PATROLMAN
 Vote for One

**NEW YORK—(2) TWO STEWARD
 PATROLMEN**
 Vote for Two

(First two receiving the highest amount
 of votes stands elected)

CLAUDE FISHER, No. 362

FERDINAND HART, No. 488

FRANK WILLIAMS, No. 6161

NEW YORK—(2) TWO JOINT PATROLMEN
 Vote for Two

(First two receiving the highest amount
 of votes stands elected)

W. J. LEE, No. 633

BOSTON—JOINT AGENT
 Vote for One

JOHN MOGAN, No. 216

BOSTON—DECK PATROLMAN
 Vote for One

VINCENT YAKAVONIS, No. 1774

BOSTON—ENGINE PATROLMAN
 Vote for One

BOSTON—STEWARDS PATROLMAN
 Vote for One

PROVIDENCE—JOINT AGENT
 Vote for One

JOSEPH LAPHAM, No. 247

ANTHONY RUSSO, No. 5730

PHILADELPHIA—JOINT AGENT
 Vote for One

HARRY COLLINS, No. 496

PHILADELPHIA—JOINT PATROLMAN
 Vote for One

JOSEPH FLANAGAN, No. 542

BALTIMORE—JOINT AGENT
 Vote for One

WILLIAM ELKINS, No. 748

JAMES McCAULEY, No. 1

WILLIAM JOHN MCKAY, No. 8

BALTIMORE—DECK PATROLMAN
 Vote for One

REXFORD DICKEY, No. 652

BALTIMORE—ENGINE PATROLMAN
 Vote for One

LEE DEUTSCH, No. 2860

JOHN KUPTA, No. 429

BALTIMORE—STEWARDS PATROLMAN
 Vote for One

JOHN VECHIO, No. 1616

NORFOLK—JOINT AGENT
 Vote for One

BERGER HANSEN, No. 3135

NORFOLK—JOINT PATROLMAN
 Vote for One

BUD RAY, No. 647

SAN JUAN—JOINT AGENT
 Vote for One

DANIEL BUTTS, No. 190

SAVANNAH—JOINT AGENT
 Vote for One

CHARLES MARTIN, No. G-16

CHARLES WAID, No. G-54

(Continued on Page 3)

What's Doing—

Around The Ports

TEXAS CITY

November 29, 1940
Editor, Seafarers' Log
Dear Sir and Brother:

This has been the sort of week that should be the rule rather than the exception. To start the week we had a flood. We will do without any more of this very nicely. Monday morning the pride of the Gulf, the S.S. Francis Salmon, came wheezing in to load sulphur. Started out as the Union representative to meet the ship, got there as Christopher Columbus. S'fact, without even a sextant. Every time that I'd meet a car on the road, water would wash up and in on the floor boards. How that thing started and kept running, I don't know. Then, to add insult to injury, Houston called. So off to Houston we go. Found that all the water hadn't fallen in this neighborhood as there was plenty up here too. The register in Galveston read 10 and 6-19 inches of rain fell from Saturday night till Monday morning.

Was forced to pull a Permit steward off the Francis as a book man was wanting the job. The company representative was rather hot under the collar about it, but it was explained to him that the union must take care of its own. So O.K. on that one.

The Del Mundo in Houston wanted a couple of O.S., and as the ship was going to drydock the black gang wanted some work done on the quarters. Never got a call from drydock, so she must be O.K.'d.

On the Plow City I had quite a session explaining and collecting penalty time for the sailing board and the dinner and other meal hours. Collected this in both cases, so all hands should watch for this beef coming up.

The Beatrice of the Bull family was in, loaded down with permit men.

The Seatrain Texas reported that a Brother had a suit of clothes, a topcoat and a watch stolen from him out of his locker.

The shore gang were all searched as they went ashore. No smoke. The 2nd Mate and the man that lost the gear and myself searched all the lockers and quarters. Still no smoke. The man that will steal from a shipmate is just about as low as it is possible to get.

Shipped 17 men in all three departments since Monday. Have 10 book men on the list and five permits registered.

Starting to rain again, so if anyone has an idea for collapsible pontoon for a car, send it down here. We will try it out.

Fraternally,
A. W. Armstrong, No. 136.

Fish Cannery Workers Union of the Pacific

Affiliated with the SIU
November 30, 1940
Richmond, Cal.

Editor, Seafarers' Log:

Cannery workers and reduction plants under the Seafarers are going strong. We opened a new local at Benicia, Cal., yesterday. The CIO tried hard to chisel in, but it takes more than the CIO to break us apart. So SIU we are united to do our duty, with Harry as our leader.

Fraternally,
Tom Allen,
Business Agent, Richmond Branch.

NOTICE TO ALL SIU MEN

Canadian Branches of the Seafarers' International Union

When in Canadian ports, visit the halls of the following organizations, affiliated to the Seafarers' International Union of North America:

CANADIAN SEAMEN'S UNION
406 St. Lawrence Boulevard
Montreal, Canada

BRITISH COLUMBIA SEAMEN'S UNION
340-B Cambie Street
Vancouver, B.C.
Phone: TRinity 2251

NEW ORLEANS

November 27, 1940
Editor, Seafarers' Log
Dear Sir and Brother:

Shipping was pretty slow the past week. With a total of 38 men dispatched to various jobs. It seems as though Permit Men ship out faster than regular men here. Out of the 38 men shipped last week, 11 of these men were Permit Card men. Not only Permit Men with ratings are shipping out, but M.M. and Wipers as well. There are as many, if not more, Permit Men men hanging around here as there are book members. The brothers with books come in, look around, see a big crowd and leave, thinking the hall is full of book members. Then when jobs are called out, there are no book members here, and the Permit Card men get the jobs.

Shipping should pick up a little this week, with the S.S. Detroit Wayne taking a full crew towards the end of the week. She will be the second laker to take a crew from here to sail coastwise for the Bayou Steamship Co. They may change her name as they did the first one, but as yet we have no definite dope.

There haven't been much activities around in the past week. None of the major headaches have come in lately. The S.S. Del-Argentina sailed on her maiden voyage last week, and ff she is like the rest of them, she will be a big headache when she gets back.

The American Federation of Labor convention has been going on down here for the past week. Brother Biggs and myself have made the convention regular since the beginning.

Fraternally yours,
C. J. (Buck) Stephens.

Ed. Note: Bro. Stephens was elected by the membership meeting in New Orleans, November 12, 1940, as a delegate to the A.F. of L. convention. The "Seafarers' Log" of Nov. 15, 1940, mistakenly stated that Brother Biggs and Brother Lundberg alone were elected as delegates to the convention.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

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P. O. Box 6180 Phone: District 5963

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
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PROVIDENCE	465 South Main St.	Manning 3572
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TEXAS CITY	105 - 4th St., N.	Texas City 722
MIAMI	1348 N.E. First Ave.	Miami 2-2950
SAN JUAN	8 Covadonga St.	San Juan 1885

Headquarters' Instructions

(Continued from Page 1)

hand squares opposite the months of January and February. Please be very particular about this and make certain that the various ballot committees stamp the "VOTED" stamp on no other place in the membership books.

Before each balloting committee adjourns for the day, they are to sign the last page of the official Roll List used by them, and the next committee is to start a new page. The chairman of each balloting committee is to sign the stub of the last ballot issued by that particular balloting committee. Please have the balloting committee thread the ballot stubs on the sail-needle and twine gadget numerically (the manner in which the ballots should be issued).

I believe I do not have to stress the importance of getting as many members to vote as possible. Your patrolman should do everything possible to get the men to come to the hall and vote. I sincerely hope that more members will vote in this coming election than what did last year.

Balloting is to be conducted in secret, and some sort of private booth is to be rigged up. A curtain affair will suffice.

With best wishes, I remain

Fraternally,
Sydney Gretcher, Sec.-Treas.

RESOLUTION BALLOT

FOREWORD

THE FOLLOWING RESOLUTION IS HEREBY SUBMITTED THRU A MAJORITY VOTE OF THE BRANCHES, TO THE MEMBERSHIP.

IN ACCORDANCE WITH THE WORDING OF THE RESOLUTION, IT IS NECESSARY FOR THE MEMBERSHIP TO VOTE ON THE RESOLUTION THRU THE MEDIUM OF A REFERENDUM VOTE:

Resolution

WHEREAS, the Seafarers' International Union has proven itself to be a democratic organization for seamen, of seamen, by seamen, and —

WHEREAS, we, the members of the SIU of NA, have proven to the steamship owners that we are a militant union interested only in the welfare of the seamen; and

WHEREAS, we must combat the subversive tactics of the top fraction of the NMU in their sell-outs to the shipowners, and

WHEREAS, we may not only have to combat the NMU but the shipowners as well to maintain what wages and working conditions we have at the present time, and

WHEREAS, no militant union is any stronger than the Treasury of the Union, and

WHEREAS, the Treasury of the SIU of NA is not in any too healthy a condition at the present time, and

WHEREAS, in a long and protracted struggle with the shipowners our funds would be very insufficient to maintain a picket line, and

WHEREAS, we have learned what can be done with any fund if it is not handled properly, now therefore be it

RESOLVED, that we assess ourselves the sum of FIVE DOLLARS (\$5.00) per man to be known as a Strike Assessment for the year of 1941; be it further

RESOLVED, that all monies collected through this assessment shall be earmarked and deposited in a fund to be solely known as the strike fund, which can only be drawn against by a duly elected Strike Committee; and be it further

RESOLVED, that this fund cannot be put up to any bank, loan agency or person as collateral for any loan of any description, and be it further

RESOLVED, that this Resolution shall be incorporated in the general election ballot so that it may be properly voted upon by the membership, and be it finally

RESOLVED, that this Resolution be printed in the Seafarers' Log for three consecutive weeks before being put before the membership for ratification.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION

YES NO

(Continued from Page 2)

JACKSONVILLE—JOINT AGENT

Vote for One

F. LAURITANO, No. G-145

C. M. ROGERS, No. G-2

MOBILE—JOINT AGENT

Vote for One

OLDEN BANKS, No. G-1

D. L. PARKER, No. G-160

MOBILE—(2) TWO JOINT PATROLMEN

Vote for Two

(First two receiving the highest amount of votes stands elected)

W. J. LOMBARD, No. G-17

ROBERT A. MATTHEWS, No. G-154

J. K. SHAUGHNESSY, No. G-118

J. SHELTON, No. G-71

OSCAR STEVENS, G-115

RED SWEENEY, No. G-20

NEW ORLEANS—JOINT AGENT

Vote for One

A. W. ARMSTRONG, No. G-136

H. J. (SMOKEY) SCHREINER, No. G-308

NEW ORLEANS—DECK PATROLMAN

Vote for One

P. P. JASON, No. G-11

E. JACK VOREL, No. G-10

NEW ORLEANS—ENGINE PATROLMAN

Vote for One

C. J. (BUCK) STEPHENS, No. G-76

L. E. WESSELS, No. G-1

NEW ORLEANS—STEWARD PATROLMAN

Vote for One

TEXAS CITY—JOINT AGENT

Vote for One

E. A. BOYD, No. G-217

E. R. WALLACE, No. G-237

LABOR AND "DEMOCRACY"

France entered the war in September 1939 ostensibly in a struggle for "democracy." Naturally, the nation's leaders whipped Labor into line for the war effort under this same impressive slogan.

French Unions Wiped Out

Recently THIS "struggle for democracy" reached THIS end of the road for Labor: The government of Marshal Petain at Vichy ordered the General Confederation of Labor—roughly, the French equivalent of the A. F. of L.—DISSOLVED by official decree. The French workers' participation in the "struggle for the democracy" of their rulers has wound up in the loss of their own democratic right to have unions of their own!

Kennedy on "Democracy"

Not long ago, the American public was startled by a remark made to reporters "off the record" by Ambassador Joseph P. Kennedy, American envoy to Great Britain. Mr. Kennedy said in this interview that "democracy is all done," and that "democracy is finished in England." Does this frank statement of the Ambassador's mean that the British workers are going to get the same reward for their troubles on behalf of British "democracy" that the French workers got?

"Labor's" Comments

LABOR, the newspaper of the railway unions, comments as follows on the ambassador's remarks:

"Before anybody gets excited, he should ask Mr. Kennedy to explain what he means by 'democracy.' It is very possible that the kind of democracy he has in mind IS dead—and a good riddance."

Quite possible. On the other hand, we have had government officials like Laval in France say the same thing some time ago and—following up such remarks, abolish the trade unions in their countries.

Defending Labor's Democracy

Anyway, labor democracy—the right of labor to determine its own fate—certainly does not seem to be the "democracy" which politicians like Laval and Kennedy intend "fighting" for. They only scuttle it when the going gets tough.

Labor's right to determine its own fate is indeed very much alive. The Lavals and Kennedys will not preserve it. That's the job of Labor itself. It must arm itself against the scuttling of that right from within the country quite as much as against the danger of invasion and suppression from without. That's what the lesson of France and the remarks of people of Kennedy's stripe seem to indicate to the wide-awake working stiff.

Start Right Now

And that means, first of all: Don't let yourself be bamboozled by the hullabaloo about "national defense" when that is used by employers and their backers to demand of workers that they give up their right to demand higher wages and consequently, their right to strike when they are refused improvements necessary to keep up with the increased cost of living.

'Arry the Bridge "Threatens" to Resign

Coming on the heels of requests for his resignation from an increasing number of locals of the International Longshoremen and Warehouse Workers Union (CIO), of which he is president, Harry Bridges announced that he is looking for a showdown when the union votes on a proposed coastwise agreement on December 14.

Following the gambling instincts of his defeated chief in the CIO, 'Arry declared this week:

"Rejection of the agreement would be tantamount to a repudiation of my policies and recommendations. I have recommended

Permits Revoked

The permits of the following has been revoked: Isaac W. Barnett, P 317 He is not to be shipped under any circumstances.

the agreement whole-heartedly, and if it is voted down, it will show the Coast locals have had enough of Bridges."

It looks as if 'Arry will be just about as right as John L.

CTU Gets Pay Hike On Three Lines

The radio officers division of the Commercial Telegraphers Union, affiliated with the A.F.L., announced this week that agreements had been signed by that union with the Merchant and Miners, the Savannah Line and the Eastern S. S. Co., calling for a \$10 a month increase in wages for radio officers employed by these three lines on all vessels. The agreement also calls for two weeks vacation with pay.

In Memoriam

Edward Doherty
Died in Boston, Mass.
November 29, 1940

W. A. Smith
Died in General Hospital
Baltimore, November 29, 1940

Drafted AFL Members Retain Rights

The American Federation of Labor convention at New Orleans approved the following policy of its Executive Council in respect to "draftees":

"The Executive Council of the American Federation of Labor announced that members of directly affiliated local unions who volunteer or are drafted for service in the nation's military forces will be exempted from dues payments and will retain their good union standing during their period of service.

"In taking this action, the Executive Council followed a precedent established by the 1917 convention of the A. F. of L., which voted a similar exemption to members who served in the world war."

Out Of The MAILBAG

Raps Stooze For Article in "Pilot"

December 1, 1940

New York,

Editor, Seafarers' Log

Dear Sir and Brother:

In the November 29 issue of the Pilot is an article headed "SIU Losing in Bull Line." The person called Rothrock who writes this article sounds as a poll-parrot of the NMU whose knowledge of the labor movement smells to the high heavens of sheer stupidity.

He attempts to convince men of the Marine Industry that the SIU members are crying to obtain membership in the NMU. With such a statement it is evident he is a person of an imaginative mind for even making such a crack.

He attempts to claim that Harry Lundeberg obtained the contracts from various Lines such as the above named steamship company and the Seatrain Lines by working in agreement with the steamship companies. He fails to mention that the membership used direct action to gain a higher scale of wages by striking these companies.

The NMU in 1937 and the early part of 1938 had all these lines mentioned and lost them because of their failure to better the conditions of the membership whom they FORBID under the WARNING of expulsion to use strike action to obtain higher wages.

The SIU was built by the rank and file by the use of direct action on the job. By such means has this organization been capable of building to the most powerful rank and file union on the East Coast.

Can the political commissars explain truthfully to the brothers of the NMU why the NMU lost the Bull Line ships?

It would be well for this "organizer" to ship aboard the Porto Rican Line ships where the conditions are absolutely filthy, identical to 1936, with no changes. Two firemen to handle nine fires on a coal burning job!

Tell them of the PHONEY CONTRACTS where the black gang only get overtime on Saturday and Sunday if cargo is being worked—the contracts that keep taking the NMU membership back to slavery. The SIU can proudly and honestly say they have freed their membership because the union is a RANK AND FILE controlled organization, run by the members and for the benefit of the members ONLY.

Charity begins at home. Practice some of it in the NMU before you attempt trying to sell it to the intelligent members of the SIU who need no soap-box intellectuals to show them how to obtain conditions on the SIU ships.

Your remark that the ship was in fairly good condition when you left, perhaps would have sounded better had you told us you were run off the ship. Because, in my acquaintance with Commies, I've never met one who ever did anything but bellyache while real, union-minded men obtained better conditions by Action and Not with a Big Mouth!

Come again, Rothrock. Your article stinks as well as your claim of organizing abilities. Take a lesson from the organizers of the SIU and then you might (doubtful) be able to call yourself a Real Union Man.

Jos. S. Buckley.

Lundeberg's Letter Appointing Gretcher to New Post

San Francisco, Cal.
October 21, 1940

Dear Brother:

This will be official confirmation of the appointment of Brother Sydney Gretcher, heretofore employed in the Atlantic District office of the SIU of NA, to act as Secretary-Treasurer of the amalgamated Atlantic-Gulf District of the Seafarers' International, until such time as a convention of the Seafarers' International is held.

Brother Gretcher is appointed after a careful study of the qualifications of several Atlantic and Gulf members of the Seafarers' and is made bearing in mind the unqualified endorsement of Brother Gretcher for such post by a majority of the Atlantic-Gulf District officials, which officials have been elected by the rank and file membership of the Seafarers' International.

I will ask each and every official of the Seafarers' International, and the membership as a whole, to give Brother Gretcher their wholehearted support, and may state that Brother Gretcher has been personally known to me for many years as an untiring worker in the interests of the seamen, and particularly qualified to act in the office to which I have appointed him.

Yours fraternally,
(signed) Harry Lundeberg, Acting President.

By a motion carried at the New York Branch and concurred in by a majority of the other branches, the membership has voted to carry the above letter in four consecutive issues of the Log.

Seafarers' Log Honor Roll

S.S. SEATRAN HAVANA	\$19.25
S.S. POINT CHICO	
Deck Dept.	11.00
Engine Dept.	8.76
Stewards Dept.	5.00
B. Willis	1.00
L. Daray	1.00
W. Wolinski	1.00
J. Lewisky	.50
C. H. Young	1.00
A. Morales	.75
J. Pasinosky	.50
W. Stengel	.50
W. Johnson	.50
B. Navinsky	1.50
Earl Tonjes (CTU member)	1.00
J. T. Hart	.50
R. Halebut	.50
L. Lavel	.50
John O'Keefe	.50
E. L. Jennings	.50
S.S. PAN ROYAL	4.00
S.S. PIPESTONE COUNTY	21.25
S.S. WACOSTA	4.58
Carl De Moy	2.00
F. Hubbs	1.00
G. F. Hickey	1.00
J. J. Crone	1.00
F. Torres	1.00
J. De Fries	1.00
F. G. Handley	1.00
J. P. Kane	1.00
J. Cole	1.00
Total	\$95.59

"PIC" MAGAZINE RETRACTS

On motion of the Mobile Branch, concurred in by all other branches, the Seafarers' International Union of North America went on record to condemn a false and misleading statement relating to seamen which appeared in the magazine "PIC" in its September 17 issue, demanding a retraction from the editors and declaring the magazine unfair until such time as satisfactory action is obtained. The Mobile resolution was carried in the "Seafarers' Log" of October 15, 1940. In its issue of December 10, 1940, "PIC" magazine carries the following retraction:

"PIC apologizes to the Seafarers' International Union of North America for a statement in the Sept. 17 issue, regarding the 'quelling of mutinies on merchant vessels' as a duty of the Coast Guard. The item should have included the qualification 'in the event of mutiny,' since never in history have American seamen given cause for such action by the Coast Guard. The omission was entirely unintentional, and certainly no attempt was made to reflect upon the honor of our seamen."