

# CANADIAN SEAMEN FLOCKING TO SIU CANADIAN DISTRICT



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## CSU Goons Fail To Halt Canadian Seafarers



Members of the Canadian District, Seafarers International Union, wave from the deck of the Canadian Steamship Line's Lady Rodney in Halifax after fighting off attack of communist-led Canadian Seamen's Union. Violence flared frequently as communists fought to maintain control of Canada's waterfront by attempting to prevent Canadian Seafarers from sailing ships under contract to SIU's Canadian District.

### Canadian Seamen Act

The communist machine is presently conducting an all-out, last-ditch fight to control—or ruin—the important North American waterfronts. It is using the two seagoing unions—one in the US, the other in Canada—in which it has most successfully implemented the policies of the world communist program.

In Canada, which the communists regard as one of their principal strongholds, the CP is directing a tooth and nail struggle to keep the destinies of the Canadian seamen and the Canadian merchant marine in the hands of the organization which it dominates lock, stock and barrel—the Canadian Seamen's Union.

That considerable alarm over the outcome of their mission for Moscow is felt by the commies operating in Canada, is demonstrated by the violent effort that is being made to prevent Canadian seamen from winning a new era of economic freedom under the banner of the Canadian District of the SIU. No stone has been left unturned—either literally or figuratively—by the communists to keep Canada's seamen boxed in, so they may continue to be used as political pawns in the game for world domination, master-minded by the tacticians of the Kremlin.

Waterfronts are strategic spots and the communists have for a long time marked them as number one ob-

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## 'Canada, Too, Will Be SIU,' Say Seamen, Glad To Get Rid Of Commie-Dominated CSU

HALIFAX, April 19—As the phony "strike" of the Canadian Seamen's Union against the 100-odd SIU contracted deep sea ships operating from the eastern ports of Canada neared the end of its third week, the Canadian District of the SIU was in a stronger position in the area than ever before. In the past week, hundreds of CSU members, expressing disgust with communist control of their union, have come into the SIU Canadian District.

SIU international officers from the United States, who are now in Canada, reported that crew

after crew of CSU men were swinging to the SIU in recognition of its traditional insistence that the principal concern of a trade union is wages and conditions—not communist politicking.

Paraphrasing the slogan used in the successful Isthmian organizing campaign of two years ago, Canadian seamen are now jubilantly proclaiming: "Canada, too, will be SIU!"

Violence, the only weapon the communist leaders of the CSU have found to combat the rising tide of SIU sentiment, has flared frequently, with bloody struggles occurring in Montreal, Halifax and elsewhere. But the communist-directed violence has not been successful in stopping what is now shaping up as a definite trend to the SIU.

As it became more convincingly evident that members of the CSU welcomed the emergence of the SIU Canadian District, CSU violence was stepped up.

Early Sunday morning the SS Chandler, Elder-Dempster lines, docked in Montreal, with a CSU crew aboard. Five of the crew, Robert Klapper, Alfred Mailey, Oscar Sorensen, Kenneth Morton

and Douglas Kirk, were chosen to act as spokesmen and to announce that they were breaking away from the CSU. They also denounced the leadership as being communist.

The Chandler crewmen said they had decided to breakway from the CSU several days before the ship hit port.

The following morning, seven CSU goons entered the boarding house room of Paul Klapper, one of the Chandler crew's spokesman, and "laid into me with a club." Klapper is now in the

### Canadian Autonomy

The Canadian District, like all other Districts in the International, is completely autonomous. The District negotiates its own contracts, has its own halls, and ships its own members to its contracted vessels.

The District, as per the International constitution, has a Secretary-Treasurer, port Agents in each port and Patrolmen, all of whom are elected annually in District wide elections. Matters affecting the Canadian membership—strikes, assessments, rule changes—are determined by the Canadian Seafarers only, through a 60-day referendum ballot.

The District works with the International on problems necessitating joint action by the entire organization.

(SEE PAGES 7-10 FOR THE TEXT OF FOUR BROADCASTS BY THE CANADIAN DISTRICT OF THE SIU, WHICH CLEARLY AND EFFECTIVELY EXPLAINS THE ISSUES INVOLVED.)



The degree to which the communist party has penetrated the Canadian Seamen's Union is demonstrated in above photo taken by Acme News Photo Service. The two men, defiantly giving the communist clenched-fist salute, are members of the CSU who presumably slipped or fell in tussle with police during futile attempt to halt Canadian District Seafarers from boarding a contracted vessel in Halifax. Hundreds of non-communist CSU members, disgusted with their politically-minded leadership, have switched membership to the SIU's Canadian District in the past few days.

Western Division of the Montreal General Hospital.

Chandler crewmen said that at the present time 98 percent of CSU members are anti-communist," but are led by "about two percent who have communist tendencies and obviously receive instructions from behind the iron curtain."

Before he was beaten, Klapper expressed the sentiment of the

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# SEAFARERS LOG

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## Canadian Seamen Act

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jectives. Courageous Canadian seamen, like Paul Klapper of Stoney Point, Altoona, and others who have dared voice disgust with the CSU and its leaders taking orders "from influential persons behind the iron curtain," and who have welcomed the SIU's Canadian District as an organization that can steer Canadian seamen on a true union course, know the commies mean business.

Klapper and the others have bashed heads and battered bodies—souvenirs of communist disapproval—to prove it. The communists must be violent, for the Kremlin doesn't tolerate failure on the part of its flunkies.

On a less violent scale, but similar in pattern, is the battle now brewing in the US, where a communist minority is once again spreading confusion in the ranks of the CIO National Maritime Union, which it long controlled. The CP's role in the NMU was set forth in the April 19 issue of the Daily Worker, official mouthpiece for Moscow in the US. In a full page call to arms, Howard McKenzie, former NMU vice-president and party wheel-horse, hurls the standard CP epithets at those who oppose red rule. "Warmongers," "company unionists," and "undemocratic," screams McKenzie.

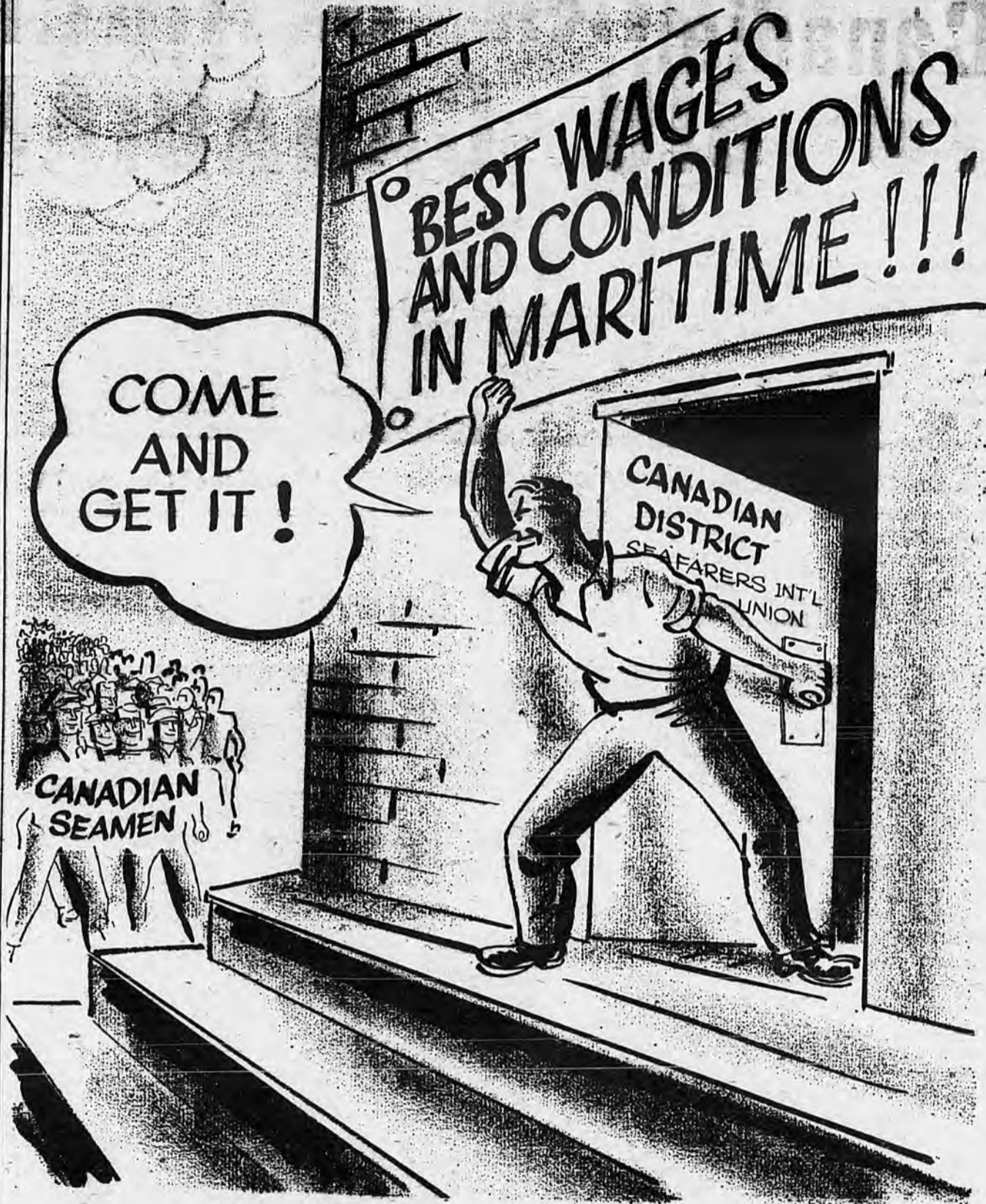
Because the NMU, still limping after its belated fight to kick out commie leaders, is out to bar CP members, the commies are hollering "company unionism." The line of attack is the same in Canada, where CSU commie stooges are shouting "scab" at Canadian seamen interested in union principles and economic issues and not in political skulduggery.

All kinds of phony issues are being injected to confuse the seamen so the CP minority—like the two percent in the CSU—can walk in and take control of a bewildered and disunited membership, in line with the "rule or ruin" program. As in Canada, the US commies are pulling another of the stock stunts employed whenever they find the going rough. They are calling on "all trade unions and progressive organizations (to) speak up and let seamen know of their support." This party order means that CP hacks in controlled unions and "front" organizations have already been wised up. They'll butt in as they have in Canada, with a flurry of protests and proposals for "solidarity" prepared by the commie propaganda machines.

The world communist hierarchy wants control of the North American waterfronts badly. In Canada, at least, it is beginning to look as though they've finally run smack into a stone wall.

The SIU has been keenly aware of the composition of the CSU's leadership for a long time. In 1944 an SIU international convention voted to expel the CSU when its leaders refused to disavow allegiance to communism and to adhere to strict trade union principles and economic issues. That ended, at least, the attempt of communist-directed CSU officials to operate under the respected AFL banner of a strong anti-communist waterfront union. Now the rank and file of the CSU is openly joining in the fight.

Canadian seamen have had a bellyful of red slogans and party-serving phrases. They've indicated that they're interested in wages and working conditions and the way to a deservedly respected place in the organized labor community through a union that is a union, not the tool of a power-hungry political party. That's why they're now flocking to the Canadian District of the SIU—a union of, by and for Canadian seamen.



### Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

- MOBILE HOSPITAL**
  - J. JONES
  - R. GARRIZ
  - E. JARRETT
  - H. DOUGLAS
  - J. W. LITTLE
  - J. B. BERRIER
  - C. LOWERY
  - F. HIGGASON
  - J. BUCKELEW
  - T. WILKINS
- ~ ~ ~
- BOSTON MARINE HOSP.**
  - G. E. GALLANT
  - VIC MILAZZO
  - F. ALASAVICK
  - G. MIKE
  - H. FAZAKERLEY
  - C. SAUNDERS
  - E. POLISE
  - L. L. GORDON (City Hospital)
- ~ ~ ~
- STATEN ISLAND HOSPITAL**
  - J. McNEELY
  - A. TRAVINO
  - C. F. GOODWIN
  - M. J. LUCAS
  - R. A. ROBERTS
  - D. P. GELINAS
  - D. HERON
  - W. J. MAHONEY
  - N. V. ERIKSEN
- ~ ~ ~
- NEW ORLEANS HOSP.**
  - O. O. MILLAN
  - R. L. GRESHAN
  - H. F. BEEKER
  - J. F. THOMSON
  - S. RIVERA
  - G. STEPANCHUK
  - F. MAZET
  - T. ROZUM
  - A. EWING
  - M. J. OLSEN
  - J. TURNER
  - W. J. MEEHAN
  - D. LALLAVE
- ~ ~ ~
- PETE SADAWSKI**
- WM. R. GARDNER
- R. MARTINEZ
- ROBT. RUTLEDGE
- WM. N. BRICE
- M. FERNANDEZ
- J. H. DANIEL, JR.
- JAMES BRANUM
- GEO. WM. MEANEY
- E. E. GROSS
- CHAS. A. BROWN
- C. C. RAYFUSE
- M. C. BARLOW
- H. J. HEISCH
- JAMES HIBBO
- JAMES LAFFIN
- G. M. GREY

### Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward. Mimeographed Postcards can be obtained free at the Social Service desk.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:  
 Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)  
 Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)  
 Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

### BALTIMORE HOSPITAL

- C. SIMMONS
- R. SOUZA
- L. J. McMILLAN
- H. MILLION
- L. McCUNE
- G. CARROLL
- P. ADKINS
- F. KORVATIN
- G. P. REAGAN
- V. HOLTON
- J. SCHUMSKY
- J. TOWNSEND
- P. PAINTER
- R. TOLER
- F. HIGGINS
- G. CRABTREE

### GALVESTON HOSPITAL

- J. D. JACKSON
- L. R. WILLIAMSON
- J. HAVERY

### SAVANNAH HOSPITAL

- C. BUTLER
- G. LASS
- W. STEWART
- L. C. COLE
- WYCHE

# Canadian Seamen Turning To Seafarers

(Continued from Page 1)

vast majority of CSU seamen this way:

"If the officers of the CSU were elected by secret ballot, the officers who are there now would not be in office. They are communists and the rank and file of the union membership do not want them. There is no way to break the communists without breaking the union. Most of the men realize this and are leaving the union.

"We joined the SIU, not because it is an issue between rival unions but because we cannot be loyal to the union and be loyal Canadians."

Shortly after the Chandler crew swung over to the SIU, the CSU-crewed Lady Nelson, Canadian National Steamships, docked in Montreal directly behind the Canadian Constructor, with an SIU crew aboard.

## CREW GOES SIU

Immediately after the docking, the crew of the Nelson held a shipboard meeting and 95 percent of the 165 crewmembers voted to join the SIU.

SIU headquarters here in Halifax and in Montreal are being swamped with applications for membership from former CSU members, all of whom declared they welcomed the chance to join a union founded on strict trade union principles and which would serve the membership's economic interests, without using them for political purposes.

Meanwhile, the SIU Canadian District has been crewing contracted ships with Canadian Seafarers right along in Halifax, Montreal, New York, British Columbia, British Guiana and in other ports. In all respects the SIU's position has been improving daily.

In Halifax yesterday, the SIU Canadian District dispatched a crew of Canadian Seafarers to the freighter Sun Prince, Saguenay Terminal Steamship Company, and the vessel sailed last night. Dave Joyce, Canadian District Secretary-Treasurer, hailed the crewing of the Sun Prince as symbolic of the SIU's surge toward the top of maritime in Halifax, Montreal and other eastern ports of Canada.

## CANADIAN CREWS

All crewmembers shipped, to the Canadian vessels since they came under SIU contract are Canadians and have been dispatched from SIU Canadian District hiring halls. Statements to the contrary made by CSU officials to confuse the issue have been proven false by the facts. Crews who have gone aboard Canadian vessels in ports outside of Canada have been Canadians from the Canadian District headquarters in Montreal.

The phony "strike," which CSU officials maneuvered without allowing a vote by the membership, was called by the communist-controlled union after the SIU Canadian District signed a contract with the companies late in March. The CSU began negotiations for a contract renewal on August 31, 1948. When the parleys broke down, the CSU requested of the Federal Department of Labour that a conciliation board be appointed to settle the dispute.

A three-man board, representing industry, the CSU and the Canadian government finally re-

commended an agreement, after hearings and discussions were conducted over a ten-week period. The Conciliation Board's recommendations were unanimous, with the CSU's representative also approving.

In a typical communist move, CSU leaders, without even consulting the membership, rejected the proposals of the Conciliation Board they had requested. CSU officials lied to the membership by telling them that the Board had recommended a wage reduction. No such recommendation was made. By this irresponsible and deceitful maneuver, CSU leaders threw the largely non-communist rank and file of the deep sea shipping industry of Canada into complete confusion, with no place to turn for the decent trade union principles they have wanted for so long.

Originally, the CSU was an affiliate of the SIU. It was tossed out of the SIU, however, when its officials refused to disavow communism or sympathy with communism at the SIU's convention in New Orleans in 1944. Since then, the SIU's Canadian District has gradually moved in eastward from the West Coast, defeating the CSU in the Great Lakes last fall. The SIU Canadian District already possessed wide contacts among the non-communist rank and file of the CSU—in fact, the SIU has found it now has more friends in that organization than it realized.

## CSU STEPPED OUT

Because the CSU had virtually eliminated itself from the field when its officials ignored the wishes of its membership and rejected the Conciliation Board's proposals, the SIU Canadian District, organizing as it went, signed the same contract which the commies ducked out on. Developments have since demonstrated that it is the contract which the CSU rank and file wanted badly.

Meanwhile, commie punks, acting as CSU agitators, began stirring up trouble aboard ships just before the SIU Canadian District signed the contracts and by the time signatures had been affixed to the agreements, several ships had been hung up.

Evidence collected later by the SIU Canadian District from CSU men revealed that the majority of crews had been "induced" to walk off by lies and threats.

With the signing of the one-year agreement between the operators and the SIU, the CSU officials attempted to call an all-out strike, which has now turned out to be a complete fiasco.

In fact, the whole maneuver, from rejection of the contract to the calling of the "strike," has proved to be a boomerang to CSU officials. The situation has provided the CSU rank and file with an opportunity to throw off the yoke of communist domination, as the mass movement to join their brother Canadian seamen in the ranks of the SIU's Canadian District has established.

Never in favor of the strike and not having been consulted except to be warned by CSU good squads, the rank and file CSU men are showing less and less interest as the days go by. Many CSU men have stated that this "strike" gave them a new lease on life. "It was the one chance we had to get rid of the

commie bunch who gave us nothing but trouble for years," they said.

Reports from all over Canada indicate that as the desperate CSU's commie officials realize their hold on the Canadian East Coast seamen is weakening, violence may play an even larger part in the situation.

## EARLY VIOLENCE

Among the earlier instances of violence was the April 4 occurrence in Halifax, where the crews of three idle vessels were forced off by commie goon squads. Many of the men who had been forced off the vessels turned to the SIU.

Large-scale violence broke out on April 5, when a communist goon squad entered a railway hotel in Macadam, N.B., and attacked sleeping members of the SIU's Canadian District with blackjacks and baseball bats. This CSU roving goon squad was apprehended in a truck by authorities, but beyond a small fine imposed on one of the CSU officials nothing came of the incident.

On April 6, when eleven ships had been tied up, 20 goons, following communist orders, boarded the SS Sun Prince at a Halifax pier and severely beat two licensed Engineers who later were hospitalized.

Meanwhile, the strike had spread to Canadian West Coast ports, and at this stage in the

situation communist CSU leaders were even ordering their members to hang up ships in Europe and South America—orders which no responsible maritime union would issue, since crewmembers thereby would be left holding the bag.

Again on April 8 violence flared in Halifax. When the SIU Canadian District crewed three ships, the CSU fomented a riot on the waterfront in which several seamen were injured. CSU charges that some of its rioters had been injured by buckshot were subsequently proved false in the Canadian press.

Other incidents have occurred in British, French and other foreign ports, thoroughly demonstrating what SIU Canadian District Secretary-Treasurer Joyce terms the "irresponsibility" of the CSU's commie leaders, whose only aim Joyce said was disruption. In fact, the whole conduct of the "strike" clearly indicates that the communist party is primarily interested in creating chaos on the waterfront and confusion among the seamen.

## CSU ARSENAL

Another indication of the CSU's intent was clearly demonstrated on April 12, when Halifax and Federal police searched CSU and SIU Canadian District headquarters. Uncovered at CSU headquarters and other CSU points were blackjacks, pick handles, meat hooks and similar

type weapons. Nothing was found at SIU headquarters. Two CSU officials have been arrested for possession of deadly weapons in the course of the commie maneuver.

As it became more and more evident to the CSU officials that the members of their union were taking advantage of the situation to get out from under communist control and were swinging to the SIU, the CSU's national secretary announced in Toronto last week that the CSU was willing to accept the original formula proposed by the Conciliation Board and which was embodied in the contract signed by the SIU Canadian District.

## CSU SEES DEFEAT

This announcement was recognized by Canadian seamen as an admission of defeat and since it was issued the SIU's position has become increasingly stronger.

In Halifax, the SIU Canadian District has been operating from temporary offices. The District is shortly scheduled to open a permanent Halifax Branch at 128½ Hollis Street, despite threats by CSU officials to prevent it.

The opening of the Halifax Branch in the middle of a city which is one of the hotbeds of communism in North America, and thus supposed to be solidly CSU should demonstrate once and for all that the SIU in Eastern Canada is there to stay.

## Keep Hands Off Beef, SIU Tells Commies

NEW YORK—A 600-man delegation from the Seafarers International Union staged a protest demonstration Monday, April 11, before the local headquarters of the Marine Cooks and Stewards Union, CIO, and demanded that MCS communist leaders keep hands off in the current struggle between the SIU's Canadian District and the Canadian Seamen's Union.

Similar demonstrations were held simultaneously in the ports of Baltimore and New Orleans. The delegations in the three ports were composed of members of the SIU's Atlantic and Gulf District and the Sailor's Union of the Pacific.

## COMMUNIST MANEUVER

The demonstrations were touched off by the disclosure that officials of the communist-led Canadian Seamen's Union were using MCS halls in this country as command posts in an attempt to prevent Seafarers from boarding vessels contracted to the Canadian District of the SIU.

Advices from SIU international officers in Canada revealed that the communist party had ordered the MCS to give all-out support to the CSU.

While the New York group demonstrated, an A&G District Headquarters Representative, speaking through a megaphone from the sidewalk, asked the MCS rank and file "to keep out of the fight that isn't theirs."

## STALIN GIVES ORDERS

"We can win our beef," the SIU spokesman said, "but we do ask you men of the MCS to stand aside, to stop stooging for the commies."

"Don't take orders from your commie leaders—they're working for Joe Stalin, not you."

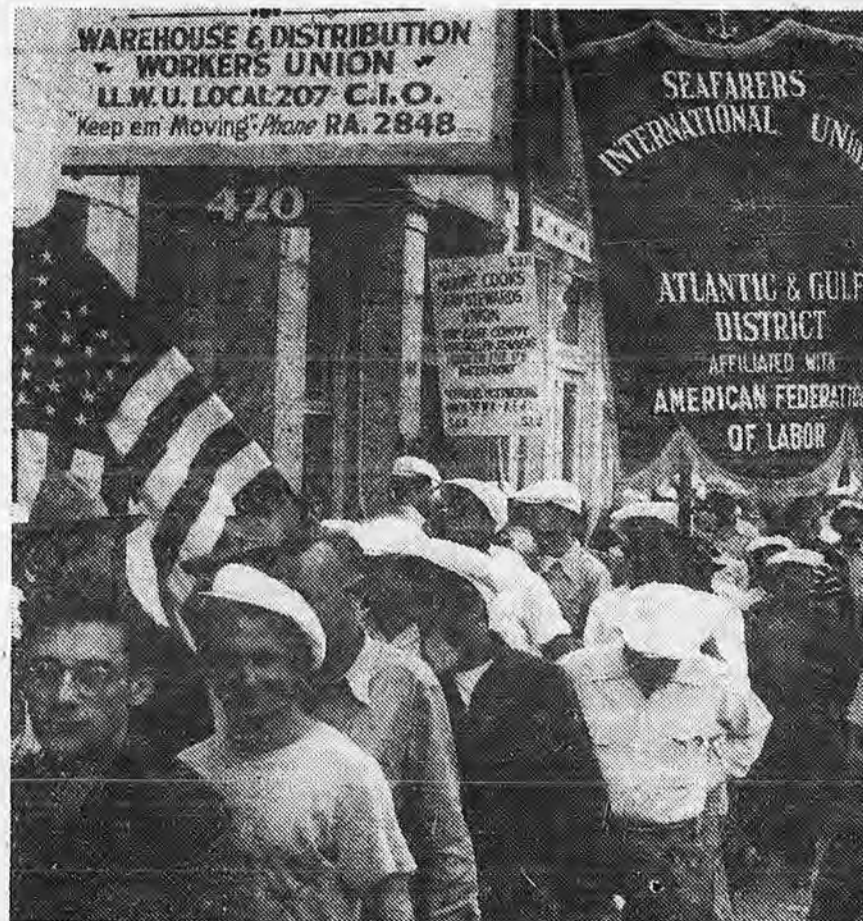
The SIU representative added that the Canadian seamen, "like the men of the Marine Cooks and Stewards are interested in better wages and working conditions," but which they never received because the CSU used its membership for political purposes.

Now that the SIU Canadian District has achieved these

things for the seamen, the commies are fighting to hold their power on Canada's waterfront. he added.

"We're telling you this because you're seamen like us—you're Union members like us Seafarers. We think you're entitled to know the score."

The SIU demonstrators pointed up the fact that the MCS was the "last communist-dominated seamen's union on the US waterfront."



The announcement that the Marine Cooks and Stewards Union was supporting and representing the Canadian Seamen's Union touched off protests in several ports against US communists' interference in the Canadian beef. Here is a partial view of the New Orleans demonstration in which 400 Seafarers participated.

## Shipping Spurt And Strike Aid Keep 'Em Busy In New Orleans

By EARL SHEPPARD

NEW ORLEANS—Business and shipping took a turn for the better for a few days but, from all indications, this won't last long. The payoff schedule for the next couple of weeks is not heavy.

The recent fourth biennial SIU convention, which I attended, went off in fine fashion.

Among the decisions reached by the convention was one on shipping policy of the Districts. It was agreed to maintain the status quo, but in the event the A&G District or the SUP should need men to man their contracted ships, they are to call on other Districts to fill out crews before taking in new members from the outside.

### BOYCOTT

Something definite on the proposed Panamanian boycott may be expected soon, as the convention went on record to take action against vessels under Panama registry.

The Meat Cutters and Retail Clerks unions are picketing the Capitol Stores here in New Orleans and we have volunteered to help them in their beef.

There are over 10,000 unorganized retail clerks and butchers in this area and they really need our support.

Any help we give these people will pay dividends in the future, for the more organized people there are in this area who are our friends, the more support we will get in our future beefs. We have already received a communication from the union's na-

## Unexpected Ship Gives Savannah Shipping Boost

By JIM DRAWDY

SAVANNAH—The unexpected arrival of the SS Topa Topa, a Waterman scow, caused a spurt in shipping activity here this past week. We put a total of 31 men aboard when she signed for-ign articles again.

In addition to this shot in the arm, we had the SS Cape Race, South Atlantic, in from Europe. She signed on again, and four new men went aboard for the next voyage.

At the moment, the only ship expected in here during the coming week is the A. H. Bull Company's SS Dorothy, which is now on a steady run from this port.

It is quite possible that we will have a few jobs on this vessel when she arrives, and jobs are always good news.

### QUIET OTHERWISE

Outside of these shipping developments, things are moving along here pretty much as usual. There is a complement of old-timers on the Savannah beach, among them the following:

A. C. McAlpin, J. Littleton, L. E. Hodges, T. C. Musgrove, W. W. Allred, W. Stall and R. C. Shedd.

The up-to-date list of Seafarers in the local Marine Hospital contains these names: C. Butler, G. Lass, W. Stewart, L. C. Cole and Wyche.

See you next week, with more news—we hope.

tional office thanking us for the help we have given here.

Two of our Brothers, Arthur Moulton and Pete Perterson, passed away last week. Neither had any known surviving relatives and the Union, therefore, provided burial for the two Seafarers.

Close to 500 New Orleans Seafarers staged a protest demonstration on April 11 before the local office of the Marine Cooks and Stewards Union, whose leaders have followed communist party orders to support the commie-led Canadian Seamen's Union. The CSU, which for years has been using Canadian seamen as tools of the party, is attempting to prevent SIU Canadian District men from sailing contracted ships.

The MCS stepped into the picture by supporting and representing CSU in this and other US ports.

## R. D. Thompson Dies On Coast

Veteran seafarer and SUP official R. E. (Tommy) Thompson was stricken with a heart attack at his desk in SUP headquarters in San Francisco on April 8.

Thompson had returned to his desk from lunch a few minutes previously, and was attending to his duties as Secretary of the SUP Building Corporation, when he suddenly slumped to the floor.

Rushed to nearby Harbor Emergency Hospital he was pronounced dead on arrival. He was 59 years old.

The well-known and well-liked Seafarer had been a member of the SUP since 1927 and had been active in Union affairs throughout his career. A few days prior to his death he returned from Baltimore, where he had served as a member of the Sailors Union delegation to the Fourth Biennial Convention of the SIU.

Messages of condolences to his bereaved widow and the Union were received at SUP headquarters from ships' crews at sea,



R. D. THOMPSON

from labor organizations and from former shipmates.

Funeral services were held on Tuesday, April 12 and were attended by hundreds of his friends and Union Brothers. Burial was in the Sailors Union plot at Olivet Memorial Park.

## Mobile Shipping Picks Up After A Poor Start

By CAL TANNER

MOBILE—Shipping over the period since the last report went from poor to fair with 12 pay-offs and 8 sign-ons.

One of the payoffs was of a crew without a ship. The Radketch, Radocean Steamship Company, had been sold to the French in Cherbourg and the crew flown back here for the payoff.

The ships still with us for payoffs were the Yaka, Claiborne, Antinous, Fairport, Morning Light, Mobilian, DeSoto, Monarch of the Seas, all Waterman; the Runner, Clipper and Pointer, Alcoa.

Outgoing vessels were the Yaka, headed for Greece, Italy and Turkey; the Claiborne, headed for Puerto Rico; the Antinous, headed coastwise; the Fairport, headed for Korea; Mobilian, destined for England and Europe; DeSoto, coastwise; the Clipper, down to the Islands, and the Pointer, headed for the West Indies.

We also shipped men to tug-boat and deep sea relief jobs.

The roster of ships hitting this port was joined by the Steel Maker, Steel Flyer and Steel Surveyor, Isthmian, and the Alcoa Pennant, all in-transit here long enough to take replacements.

We are still dickering with a new company for a contract, but a tangle of odds and ends has kept us from signing. We should have something concrete to report on this outfit in the near future.

Other than routine beefs on the ships, this port seems to be in good shape. We aren't as happy as we'd like to be over the number of ships hitting here, but we'll take what we can get for the time being—and in our spare time go out and get what is left unorganized.

Among the Brothers currently on the beach here are: R. Hutchinson, J. C. Glisson, L. Courtney, J. Jordan, H. Koppersmith, W. Wilson, F. B. Neeley, H. Rouglas, T. C. Johnson, L. Anderson, L. Doty and J. Curtis.

## New York Shipping At Best Mark In Weeks

By JOE ALGINA

NEW YORK—Shipping in this port held good during the period since the last report, and indications are that the coming week will be equally as heartening.

The tempo of shipping in this port is better than it has been in some time, though hardly as good as the lush days of a year or so ago.

### PAYOFF PARADE

In the payoff paddock we handled the following ships: The Fairland, Waterman; Steel Worker and Zane Grey, Isthmian; Hilton (she's laying up for awhile), the Beatrice and Kathryn, Bull; Chrysanthystar, Intercontinental—she's going to a shipyard for conversion from tanker to freighter; Sanford B. Dole, Metro Petroleum; Sea Trader, Mar-Trade; Robin Doncaster, Robin, and Cape Mohican, Mar-Ancha.

On the Cape Mohican we ran into a beef worth commenting on here. It seems that a Mate tried to fire an AB for not turning to for overtime work.

The man, 4 to 8 watch, was tired and wanted to get some sleep, but that didn't suit the officer. The Patrolman squared the beef away and the man stayed aboard.

### UP TO YOU

While the man was perfectly within his rights in turning down the OT work, we recommend that men turn to for overtime whenever possible. However, if a man is not feeling well, or is tired, turn the job down and hit the sack.

Situations like this wouldn't come up, if Mates would use a little better judgment when calling men out. Some Mates, it seems, never think of overtime work until a rainy day, or a time when the ship is riding heavy seas.

The number of sign-ons was not much larger than past weeks, but the return to service of two ships and the acquirement of an-

other made jobs for three full crews. Seven other ships held regular sign-ons following pay-offs.

The John B. Marion and Cornelia came out of lay-up for crews, and the Ann Marie, formerly the Cinch Knot, recently purchased from Agwilines by Bull, took a full gang of men. The other ships were the Robin Trent, Robin Kettering, Kyska, Sanford Dole, Sea Trader, Beatrice and Kathryn.

### OWN 'CONTRACT'

Some Mates, for reasons unknown, do not seem to realize that the contract is between the company and the Union, and was not written to their likes or dislikes.

All the Mates have to do is live by the rule and see to it that the crew does the same. If they don't like the agreement they can look for a ship where the officers make the rules.

In recent weeks we've been

getting beefs from crews concerning Mates, who are interpreting the agreement to suit themselves. The crewmen have told Patrolmen that the Mates have fired men without just reasons and after the Patrolman had reinstated the men, the Mates wait until the last minute before sailing and try to unload the guys off the ship again.

### DEADLINE NEARS

In closing, a word to the alien members. A resolution has been adopted by the membership in all ports stating that, after July 1, members who are eligible for American citizenship, and who are not in the process of being naturalized, will not be allowed to ship.

Those Brothers who haven't done so already are urged to take steps toward securing their papers. There has been plenty of warning on this, so there should be no weeping and wailing when the rule goes into effect.

## WHEN ANDY'S ASHES WERE SCATTERED AT SEA



This rare photo shows crewmembers aboard the SS Schoharie attending memorial services for Andrew Furuseth, longtime relentless fighter for seamen's welfare, shortly before his ashes were cast into the sea on March 21, 1938, in accord with his wishes.

Photo was submitted by Port Captain Van Wout of the South Atlantic Steamship Company in Savannah. Van Wout, who is fifth from left in group, was Third Mate aboard the Schoharie at the time of the ceremony in honor of the man who dedicated his life to the improvement of conditions for men who follow the sea.

# HERE'S WHAT I THINK...



**QUESTION:** What do you think of the decisions made at the international convention of the Seafarers, held recently in Baltimore?



**ANTHONY OLIVA, Wiper:**

The convention had the right idea when it decided to draw up plans for having all the Districts working closer together and with other American Federation of Labor unions. I like to see all seamen affiliated with our international pulling together for the good of all hands. As the convention report stated, seamen cannot get anywhere by trying to fight everything out alone because the odds against us are terrific. We have seen how cooperating with other unions has helped them win what they were after, and who in turn helped us out.



**RUDOLPH GROSS, Utility:**

I agree wholeheartedly with the plan for dealing with District manpower shortages, because I believe the various Districts should rely on each other to help fill jobs rather than go outside for new men. The convention showed foresight in not wanting to overload the industry. The statement on shipping policy is good, too. On the matter of shipping and registration, however, I feel that, once the Canadian District attains strength, it should maintain its own branches in the US, rather than ship its men through other District Halls in offshore shipping.



**DALLAH BEN, Bosun:**

I am strongly for that part of the report about lots of cooperation among the Districts. The Districts of SIU have to work together, because when things happen on the waterfront, they are apt to happen everywhere at once. That's only one reason why the Districts should work together. There are plenty of others. After all, we are the Brotherhood of the Sea. The same goes for working with the rest of the AFL. We are part of the AFL, and what's the use of having an American Federation of Labor, if all the unions don't back each other up!



**FRED BRUGGNER, Oiler:**

I think that the programs calling for greater unity of all Districts and for increased participation within the American Federation of Labor are the most important decisions agreed upon at the convention. These will bring us more prestige and organizational strength. I favor helping other trade unions, which has been of much benefit to our own District. The convention's recommendation that we cooperate with the AFL Labor League for Political Education will help us get a better picture of Labor's position and be a source of enlightenment.



**JOSEPH P. JULIANO, AB:**

I like the decision to plan for joint action on maritime problems. We already have the AFL Maritime Trades Department, which has shown that it is a good thing many times, and by strengthening this department, as the convention recommended, all waterfront unions will benefit. By cooperating, we have a much better chance of winning our beefs. In this way, we can all help to win better wages and working conditions for the maritime worker. I think the convention tackled the problems in the right way, by calling for increased activity in the AFL.



**FRANK ARANA, Oiler:**

I think the overall report is fine, and that all the delegates to the SIU convention did a fine job for the membership. Personally, I am especially interested to see the inter-District shipping policy confirmed and clarified the way it is in this report. Now the men of any District know just where they stand. Another thing, I like the part that says all the SIU Districts should work together closely on all maritime problems. And the part that the SIU should cooperate with the Maritime Trades Department and other AFL organizations is good, too.



**DANIEL FITZGERALD, FWT:**

The preferential shipping system, District by District, is what I like in this report. Men should be entitled to preference on ships contracted to their own Districts, but should not expect preference on ships of other Districts. Why should a Lakes man expect to ship ahead of an A&G man on an A&G ship? And why should an A&G man expect to go ahead of a Lakes man on a Lakes ship? It's not reasonable. But it's correct that when one District can't supply a man, the Dispatcher should take a man from another District, rather than issue a new permit.



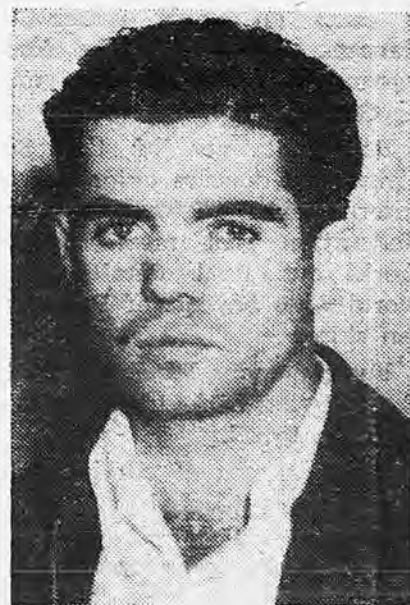
**PHILIP JORDAN, Messman:**

One of the more important decisions made by the convention is the one dealing with closer cooperation with other maritime unions of the AFL. Joint action will not only strengthen the Maritime Trades Department as a whole, it will also make each union belonging to it much more effective in a beef. Because of joint action, beefs will be ended quicker and more successfully. You'd have more resources available, than if you acted alone. The program for cooperation with the AFL's Labor League for Political Education and other bodies is also important.



**ANTONIO SCHIAVONE, Stwd.:**

I think the convention handled the problems facing it very well. The convention seemed to have set as its goal the building of a stronger international organization. Specifically, I think the convention's decision to bring about closer cooperation between the various Districts was a good one. All Districts should know what the others are doing, so that we can get a deeper understanding of each other's problems.



**EDWARD LEWIS, AB:**

I especially like the policy on District shortages. We certainly have enough men now for the jobs. There's no point in overcrowding the industry. So when one District doesn't have a man for a job, another District is the place to go to get a man. We have a job for every book. More books probably shouldn't be issued, except to match the retirement rate. I doubt that even if the A&G District gets these passenger ships there would have to be many new books issued.

# Congress Passes 50 Percent ECA Bill

Congress has approved the foreign aid bill, which contains among its shipping provisions a requirement that 50 percent of ECA-financed cargoes "transported to and from United States ports" move in American ships at US flag rates.

Under terms of the new ECA legislation, passed on Thursday, April 14 and now bearing President Truman's signature, the 50 percent division will be figured on a geographical area basis, rather than on a country-by-country basis, which would have more effectively guaranteed US flag ship participation.

The bill also provides that the 50 percent formula is to be computed separately for three classes of shipments: dry bulk cargo, dry-cargo liner and tanker services.

## 15-MONTH PERIOD

The provisions which will govern the shipment of ECA cargoes for the next 15 months were incorporated in the bill authorizing continuation of European recovery program after a compromise was worked out by House and Senate conference committees.

These shipping rules fall short of the guarantees to the American merchant marine that appeared in the Bland Bill, which was withheld from action.

Essentially, the bill just enacted is practically the same as the Senate version, with one change. Senator Warren Magnuson's stricture, aimed at barring participation by Panamanian and Honduran flag ships, was knocked out by the conference committees.

Speculation in some quarters was that the major oil companies had pressed for elimination of the provision curbing Panamanian participation in the shipment of ECA cargoes.

Although the principal ECA commodity carried by Panamanian vessels is oil, SIU Atlantic and Gulf District officials indicated that Congress' rejection of a curb on ships under the Panama flag makes the forthcoming boycott all the more necessary.

Representatives of the Seafarers and dockers unions of the International Transportworkers Federation will meet soon to work out final details of a world-wide boycott of Panamanian ships.

Vessels under Panama registry are carrying ECA dry-cargoes, in addition to oil.

For purposes of administering the "geographical basis" clause of the law, it is expected that ECA will divide Europe into approximately five areas, with the 50-50 division to be computed separately for each. The Bland-

Magnuson Bill would have computed the cargoes on a country-by-country basis.

## SHIPPING SECTION

Specifically, the ECA legislation provides that the agency's Administrator shall "take such steps as shall be necessary to assure, as far as is practicable, that at least 50 percent of the gross tonnage of commodities procured out of funds made available under this title and transported to or from the United States on ocean vessels, computed separately for dry-bulk carriers, dry-cargo liner and tanker services, is so transported on United States flag vessels; and, in the administration of this provision, the Administrator shall, insofar as practicable and consistent with the purposes of this title, endeavor to secure a fair and reasonable participation by United States flagships in cargoes by geographical areas."

The Bland-Magnuson Bill would have made the 50 percent rule mandatory—not "as far as practicable"—and it would not have restricted the rule to car-

goes "to or from" the United States.

Nevertheless, the newly-enacted measure may prove stronger than the shipping regulations of last year's ECA law, despite the fact that a loophole exists.

A&G District officials pointed out that ECA Administrator has learned that he cannot sidestep the law without provoking a formidable array of opposition in maritime labor and industry.

## BEARS WATCHING

In view of the Administrator's eye for loopholes, A&G officials said that administration of the law will be watched carefully to protect the American merchant marine.

Any attempt by Hoffman to ignore the intent and purpose of the bill as was the case on Dec. 1 last, when the ECA chief announced he was going to ignore the 50-50 provision and switch all cargoes to foreign bottoms, will be a signal for immediate steps to win tightening of the measure, A&G men stated.

The SIU was instrumental in

blocking Hoffman's blow at the American merchant marine by rallying mass opposition from the ranks of organized labor throughout the nation. In face of the wide-spread criticism of his plan, Hoffman several times postponed putting it into practice until Congress could act.

The stipulation in the present ECA bill that American ships are to be used "at market rates for United States flag vessels" is a victory for maritime labor and shipping interests.

The conference committees accepted this Senate provision over the House proposal—sought by Administrator Hoffman—that the 50 percent requirement be imposed only if there were no more than "a reasonable differential" between American flag and world shipping rates.

## GAVE ECA OPENING

Last year's legislation did not contain the "U. S. market rates" specification, and gave Hoffman the opportunity to announce his ill-fated plan to shift bulk cargoes to low standard foreign tramp ships.

A&G District officials summed up the developments by stating that the important thing is how ECA will enforce the law. They added that, although there appears to be little room for administrative discretion, a lack of good faith and observation of congressional intent on the part of ECA officials could result in abuse of the American merchant marine.

## CLOSE WATCH

However, they pointed to the fact that Chairman Bland of the House Merchant Marine Committee is setting up a "watchdog committee" to follow ECA's performance. Senator Magnuson has also indicated that if the law is not observed by Hoffman, he would propose stronger regulations.

It was made clear by A&G officials that the Union, too, would continue to keep a watchful eye on the administration of ECA shipping provisions to protect American seamen and ships from being sacrificed in favor of low cost foreign flag operators.

## Foreign Welfare Plans Provide Many Benefits

Preparatory to formulating a welfare plan that would provide additional security for its membership, the SIU Atlantic and Gulf District conducted a comprehensive survey of the whole subject of welfare systems. Plans in operation in many industries and in many nations were investigated.

Particular attention was devoted to the welfare plans covering seamen of European nations. The kinds of benefits, eligibility requirements and how payments are made provided interesting background material despite the fact that available information on the manner in which the plans are administered was sketchy.

Some of the more important features of the seamen's welfare plans adopted abroad are covered in the following report.

### Belgium

In Belgium, seamen are entitled to family allowances, unemployment benefits, pensions and sickness and accident benefits.

The family allowances, described as "statutory allowances," are based on the number of children a seaman has. They range from 200 Belgian francs a month for one child, to 500 francs a month for five children or more.

To qualify for a full allowance, however, a seaman must work 23 days a month. Otherwise it is pro-rated.

Additional allowances include monthly payments for seamen's orphans and for families of sick seamen. These latter, apparently, are in addition to sickness benefits for the seamen themselves.

Lump sum payments are made on the birth of children, 1,800 francs for the first child, 900 francs for others.

Belgian seamen on the beach join a pool run by an equal number of representatives of workers and employers and presided over by a government official. Until he gets a ship, a beached seaman gets maintenance pay, provided he reports daily to the hiring office.

Payments are 60 francs a day for boys and juniors, 100 francs for "adult ratings" and 125 francs for officers.

Sickness and accident benefits vary with the seamen's ratings, marital status and whether they are hospitalized.

Belgian seamen are entitled to "statutory" pensions on reaching 60 years of age. Rated seamen get a minimum of 18,000 francs a year, if they have had at least 15 years of service. Officers' pensions are somewhat higher. Everybody who sailed in the war gets a supplement.

Seamen's widows are pensioned at the rate of 50 percent of what their husbands would have collected, plus 15 percent for each child. Widows also draw other funds, provided they do not work.

Seamen's orphans are also supported until the age of 16.

### France

Under a plan in force since 1938, French seamen can draw statutory pensions at the age of 50. The maximum, arrived at by a formula based on earnings and length of time at sea, is 75 percent of the last earned wage.

In case a man is invalidated, he can claim the same pension—even if he is younger than 50—if he has sailed 15 years or more.

The pension fund is jointly financed by the employers and the French seamen themselves.

The French shipping industry, in principle at least, guarantees continued employment to 70 percent of the personnel in working the first of each year.

Men so employed are "established," and during periods of joblessness are supposed to draw maintenance money equal to half of their gross pay, as well as subsistence and family allowances.

A seaman, in common with other French workers, is entitled to family allowances based on a calculated average for the district he resides in. The exact amount, which is paid monthly, depends on whether the wife

works and the number of children.

In case of hospital treatment due to illness or accident aboard ship, the shipowner pays costs and full wages for four months. After four months, the Seafarers' Provident Fund pays the costs, plus two thirds of wages in case of an accident and half of the wages in case of illness.

The Provident Fund is jointly financed by the seamen and the companies, with the companies paying about two thirds of the whole.

### Netherlands

Dutch seamen enjoy no general pension plan. A number of the shipping companies have devised pension plans for their own personnel, but unions have no voice in their administration.

However, there is a temporary plan for seamen, applying to those who sailed during the war. A man must be 60 years old and have 10 years of sea service to be eligible for it. Widows and orphans of eligible seamen are also eligible. This apparently is not a union plan, because it is based on a Ministry of Transport order.

Annual value of the pensions are keyed to ratings, and in the case of officers also to tonnage. A Bosun's annual receipts total 1,050 guilders, an AB's 975 guilders, a Fireman's 1,000 guilders, a Chief Steward's 1,220 guilders.

Pensions for other ratings fall into line. However, if a man has income from another source his pension is reduced.

Under a joint plan agreed in 1946 by the Dutch seamen's unions and the Dutch Shipping Federation, there is now provision for unemployment pay.

Seamen with three years of service with one shipowner are entitled to full wages for three weeks, and a healthy percentage of wages for a period of six months, the percentage being calculated by an elaborate formula.

In addition, a temporary national unemployment insurance plan provides benefits for 13

weeks. The amount of the benefits depends on normal earnings of an unemployed man, and on his family responsibilities.

Dutch seamen do not come under any general health insurance plan, but under Dutch commercial law a sick seaman draws 80 percent of his wages for 26 weeks.

If a seaman is not aboard a ship when he is taken ill, he is eligible for sick benefits immediately. If he is on board, the benefits start when he is left ashore or reaches home port.

Like other wage-earners in the Netherlands, the Dutch seamen are entitled to family allowances, which vary with the number of children in the family.

### Norway

Norwegian seamen became eligible for pensions under a law which went into effect on January 1 of this year.

All seamen 60 years old or more are entitled to benefits, provided they have spent at least 150 months at sea. Maximum seetime allowed for pension purposes is 350 months.

A single man may draw a pension in an amount up to 2,100 Norwegian crowns per year. The full pension for a married man is 2,800 crowns and, if he has children, an additional 210 crowns is allowed for each child under 18 years of age.

In computing a man's pension entitlement, double credit is given for months spent at sea during the war period.

Norway also has a statutory pension for widows of seamen, amounting to as much as 60 percent of the payments which would have been paid to the seamen.

Norway's pension plan for seamen is financed by contributions from the seamen, who contribute five percent of their wages; the employers, who match the seamen's payments, and the State, which makes up whatever other funds are required.

The base for the pension fund consists of capital created by earnings of the Norwegian merchant fleet during the war.

## Notice To Crews

No SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a pay-off will be allowed. Please cooperate with your officials in carrying out this membership order.

# SIU CANADIAN DISTRICT AIRS THE FACTS TO SEAMEN, PUBLIC

## CSU Sought To Disrupt Canadian Shipping

In view of the vicious lies the communist leadership of the CSU have told recently about the developments which led up to the present situation in Canadian ports and aboard the vessels sailing under the Canadian Flag, it is necessary, at this time, that we briefly review the entire situation so as to set the record straight.

You know that the communist officials of the CSU recently negotiated with the shipping Federation for contract changes and renewals. Those negotiations finally ended in a deadlock. In accordance with the normal and legal procedure followed in such cases in Canada, the entire matter was thereupon referred to an arbitration board—a board which, incidentally, included the CSU's own representative, Mr. John Kerry, K.C.

### UNANIMOUS ACCEPTANCE

The finding of this joint board, representing the union, the shipowners and the government was unanimous. They came out with a report and a recommendation providing for a settlement. It is extremely important to remember, too, that these findings and this report's recommendations were endorsed by the CSU's very own representative on the arbitration board.

Did the CSU communist leadership accept the findings of the board? Did they accept the opinion and decision of their own representative on the Board? **THEY DID NOT!**

In their usual lying and deceitful manner—aimed at confusing their own members as to the real issues—the communist leaders immediately told their misguided members that the board findings recommended a wage cut. **THIS WAS AN OUTRIGHT LIE!**

The board's findings did nothing of the sort. They also started the lying propaganda to the effect that the findings would completely destroy the Union controlled hiring hall. **THIS TOO WAS AN OUTRIGHT LIE.**

These lies were told to confuse their own membership. That these were lies is proven by the fact that the SIU is now shipping all crew replacements through SIU Hiring Halls and at no reduced wages.

What then motivated the communist leaders of the CSU to make such mis-statements of fact concerning these vital issues?

Their purpose was clear to those of us who know communist tactics. They wanted to continue their campaign of disruption and chaos in the merchant marine of Canada. They want to do this so as to assist the imperialist policies of Soviet Russia.

### CAMPAIGN OF CHAOS

Soviet Russia has ordered all of their stooges in all countries of the world to carry out campaigns of disorder and confusion, whether or not it be to the detriment of the workers of those particular countries.

Once again, then, the CSU officials, in rejecting the board's findings, were slavishly carrying out the orders of the Kremlin. Completely ignoring the welfare of their own membership, they ordered them to tie up all Canadian vessels.

The communist leadership of the CSU did this because they thought that they could get by with it, in the same manner as they had done so many times in the past.

But they had not considered two things—two things which subsequently have clearly shown that the commies not only could not continue their campaign of disruption in Canada—but even more important—showed that the communist party had completely lost its control of the Canadian seamen.

The first one of these things which have proven so decisive was the Canadian District of the SIU. The second was a large number of CSU members who wanted no further part in the continuance of a

The Canadian District of the SIU is sponsoring a series of nightly broadcasts, bringing to the people of Halifax the facts in the current strife fomented by the Canadian Seamen's Union, which has been making violent efforts to prevent Canadian Seafarers from sailing District-contracted vessels. The 15-minute program, presented as "The Voice of the Canadian District of the Seafarers International Union," has evoked considerable response from residents of the Nova Scotia port city. On this and the three subsequent pages are reprinted the first four of the broadcast series.

In addition to keeping its listeners up to date on developments, the program has thrown the spotlight on the corrupt administration of the CSU, and the manner in which its communist leaders have used the membership to advance the communist cause.

The structure, functions, and purposes of the SIU's Canadian District as a trade union are also explained to the radio audience. Apparently because many of the facts revealed here have not been publicized before, the conclusion of each broadcast has been followed by scores of favorable comments and requests for further information from Halifax residents and Canadian seamen.

program from which they could only expect extreme hardship and no security whatsoever.

Those CSU members waited only for the opportunity to tell the CSU commie leaders that they were through with their tactics of confusion and Stalinism. Those CSU members found this opportunity when they found the SIU.

### STRONG ALLIANCE

Together they have made a formidable force in Canada.

The SIU has now signed contracts with the operators containing all features as recommended by the arbitration board. They signed these contracts determined to deliver the members of the CSU from the hands of an opportunist communist leadership who have lied continually to them on all important issues.

They signed those contracts determined to protect the shipboard and economic security of all Canadian seamen, not only from the shipowners but from the communist party as well.

The shock and surprise of the commie leaders upon seeing the developments of the situation since the SIU has entered the picture and joined hands with CSU members has indeed been pathetic.

They now realize that for them the game is up. Because of their many grievous errors and their betrayal of the Canadian seamen, they are finished.

They knew that their own membership was beginning to realize that they had been forced into action in which they could not possibly win.

So what then have these commie leaders done as a result? First of all they attempted to amalgamate with the SIU. When this attempt failed they then tried to crawl in the back door of the shipowners, and accept the very same contract for which they were supposed to be striking against.

When both of these moves failed, their panic in-

creased. They have increased their lies. They have resorted to the tactics of beating men, to name calling. They have put armed goon squads into the streets of all ports of Canada. They have told their remaining members that they were to fight to the last drop of their blood. They have been careful, however, that the blood they have referred to was not the blood of the communist leadership, but the blood of young and innocent members instead.

### CONTROL AT ANY COST

They have encouraged young and misinformed seamen to take actions which have resulted not only in bodily harm to those young seamen, but in hardships to their families as well. They are now doing all this to cover up for their own ghastly and costly mistakes. They have done this to keep the control of the communist party in the Canadian Merchant Marine, regardless of the cost to their own misled members. They have beaten up their own members who have dared to question their actions, and have called all those who have opposed them "red baiters."

This, then, is the background of the real situation in Canada.

Now that we have seen and understand the background of this problem, we offer for the benefit of all Canadian seamen the following news flashes from various ports:

### INTERNAL SPLITTING

MONTREAL: The internal dissension among top leaders of the CSU flared into the open last night in Montreal, when at a caucus of CSU leaders a fist fight broke out between Jerry McManus and Danny Danie's, Editor of the Searchlight. The fight started when McManus accused Daniels of paying too much money to members doing picket duty in Montreal, which has resulted in the stripping of the CSU of its treasury.

MONTREAL: The SIU in Montreal, yesterday, was forced to move to larger quarters. This was necessary due to the fact that a large number of CSU members have, within the last 24 hours, applied to the SIU for membership. SIU officials attribute this sudden swing to the SIU to the battles now raging between the officials of the CSU as to the responsibility for that union's funds having been squandered.

### FUND LOSS QUESTIONED

HALIFAX: The SIU in the port of Halifax tonight answered the question raised by a local CSU official to debate so-called strike issues. Secretary Dave Joyce of the SIU stated that no SIU official would dignify any discredited CSU official by appearing on the same platform with him. Joyce further stated that rather than debate issues with officials of a defunct organization, that the SIU would instead devote its time to the fulfilling of its contract obligations. Joyce did suggest, however, that, if the Halifax official of the CSU wishes to debate with anyone, he felt it would be more beneficial for what is left of the CSU membership if the CSU official in Halifax would instead go to Montreal and debate with other CSU officials as to just what has happened to the membership's money.

VANCOUVER: The SIU position in this port is rapidly being strengthened by the failure of the CSU leaders in stopping the SIU from living up to its contracts and sailing its contracted vessels. SIU officials reported tonight from Vancouver that an increasingly large number of CSU men are now coming to the Hall seeking membership.

# Lies To Own Membership And Goon Tactics Of Commie CSU Officials Prove End's Near

After last evening's program, we received hundreds of messages from appreciative citizens and seamen, who stated they were glad to find that at last someone would fight the Communist party in this area. Many listeners offered constructive suggestions as to what they would like to hear on our future programs.

A large number of CSU seamen called up to thank the SIU for explaining the real issues in the Canadian marine industries, and asked us to continue our work.

To all of you—citizens and seamen—thanks again. We assure you we will continue our work. The SIU is here to stay.

## CSU STATEMENTS CONFUSING

Tonight marks the 15th day of what originally was called the "CSU Strike." During these 15 days, we have had much excitement. We have heard and read plenty of wild and confusing statements from the Communist CSU leaders. However, we have heard very little of the truth about certain issues—issues which are important to CSU members.

At this time, we want to review some things which have happened to date—things about the so-called strike and, far more important, things which have happened to some of the seamen of Canada.

When the leaders of the CSU led their members into this ill-conceived adventure, they promised many things.

First off, they promised they could successfully prevent the SIU from sailing SIU-contracted ships. Have they been able to do this? The answer of course is NO. SIU-contracted ships are sailing from ports all over the world, sailing under SIU agreements and fully manned by men of the SIU's Canadian District.

## MORE SHIPS SAILING

Here are a few of those ships: The SS Riverside, Lady Rodney, Challenger, Constructor, Sun Dial, Sun Mount, Angus Glen and Lakeside. There will be more each day.

Secondly, over the past few years the CSU leaders have assessed their members a surprisingly large number of times for possible strike action. Whenever they called for these assessments they told the members that this money was to be used at some later date, to take care of the rank and file through any strike period. Has this been done? Judge for yourself.

At this moment, the CSU is desperately trying to borrow money—money which up to now has not been forthcoming. This in itself is a crying indictment of the manner in which the leaders of the CSU have handled their members' funds.

The whole thing amounts, then, to this: The young membership of the CSU were promised that they would be taken care of during strikes—financially and otherwise. Have they been taken care of? That, of course, is a matter of opinion—depending on whether you are one of the Communist leaders or a member of the rank and file.

The fact is that the leaders of the CSU are now engaging in bitter quarrels among themselves about who is responsible for leading the membership into the present wreck, and who is to blame for the CSU's being broke tonight.

## CSU MEMBERS HOLD BAG

As a natural result of all that has happened, the members of the CSU find themselves in the position where they no longer can look to their union for further financial support. The large amounts of money they gave their leaders for strike funds are non-existent.

When they question those leaders about the handling of the funds, the rank-and-file are accused of being "quitters."

When members of the CSU ask their leaders to reply to the charges that have been made by the SIU, they are told: "We are laughing at the charges."

It is well that the commie leaders have something to laugh about. Certainly it is no laughing matter to the CSU membership, who now not only have no funds left but have no jobs.

When CSU members point out to their leadership that they are losing their jobs and their livelihood, the CSU leaders answer: "Look, we have just signed a number of companies on the Great Lakes to contracts. We are doing well there."

However, the CSU leaders are very close-mouthed

on four important points regarding the Great Lakes. These points are:

1) The contracts the CSU signed on the Lakes are with some of the same companies with which the CSU held contracts last year, covering ships CSU men manned all last season. In other words, the CSU has no new companies on the Great Lakes—or, what is more important, no contracts with the companies the CSU leaders lost last year to the SIU.

2) The few contracts signed on the Lakes this season by the CSU are for a wage scale which is thirty dollars a month less than the SIU signed for this season. We repeat that—**thirty dollars a month less than the SIU signed for.** The CSU leaders did this while they accused the SIU of signing inferior agreements. Who, then, did sign "inferior agreements"? The answer is simple—the CSU.

3) The CSU contracts on the lakes were signed with a written guarantee by the CSU leaders in Montreal that, if the longshoremen on the American side of the lakes refused to handle the CSU vessels, the contracts become null and void—immediately.

## LONGSHORE AID

The American longshoremen, through their President Joseph Ryan, have already officially notified the SIU Canadian District that, at any time the SIU requests it, the longshoremen will refuse to work CSU vessels. American longshoremen, in other words, will cooperate with the SIU 100 percent. The phony contracts signed on the Lakes by the CSU are good only as long as the SIU allows them to be—and not a minute longer.

The SIU does not wish to appear ready to cause further hardships among the already hard-pressed rank and file of the CSU. But very shortly, unless those CSU members on the Great Lakes go SIU, we shall be forced to ask the American longshoremen to refuse to work CSU ships, and that will keep the ships tied up until SIU crews replace the CSU.

4) The CSU leaders, wherever they have boasted to their members of what they call "CSU gains" on the Lakes, have failed to confess that every company that signed with the SIU last season signed again this year with the SIU. And they have failed to point out that the SIU is contracted with the overwhelming majority of Great Lakes companies.

## CSU WRONG AGAIN

The important thing to remember is that when the SIU originally signed the Great Lakes companies last year, the CSU leaders told their members that the SIU could not hold these contracts. The CSU leaders were wrong. Not only did the SIU hold the contracts it gained last year, but we have renewed those same contracts this year—and with an increase in wages and improvement in conditions.

It isn't as though the leaders of the CSU have only failed to tell the truth about the Great Lakes. Right now they are telling their members the same type of lies about other operators who were not in the original group of companies which signed offshore contracts with the SIU.

They have told their members that they are now negotiating with all the unsigned offshore companies for a contract. What they have not told their members about these companies, is that, no later than yesterday, the SIU signed one of them to a full SIU contract. This was the Elder Dempster Steamship Company.

Why do the communist leaders of the CSU refuse to give all the truth on these matters to their members?

The answer is simple. The communists are reeling under a terrific beating, the same kind of beating that very nearly completely wiped out the CSU on the Great Lakes last summer.

They now realize that their rank and file members want some constructive action and, most of all, want to be told the truth. They know that their members are discouraged. They know that the CSU men on the offshore ships see their jobs disappearing from under them for all time, even as they did on the Lakes.

So—to give their members a shot in the arm for morale—they tell them, "The CSU has accomplished great gains on the Lakes, we are going to get all the West Coast companies," knowing all the time that they are lying in the face of defeat. They lie in their

teeth in a desperate attempt to hold their ranks. Their actions are the actions of defeated men. They are the actions of men who know they are finished.

But the story of the CSU leaders does not end here. There are a few more things we have to say. For instance, CSU leaders also failed to tell the CSU members in offshore ports that a large majority of the rank and file of the CSU men on the Lakes who were told to oppose the SIU are no longer going to sea.

They have failed to tell their offshore members that the same things can and will happen to those CSU men who oppose the SIU men now in the offshore ports. CSU men should know this now—know it before it is too late for them.

## ROOM IN SIU FOR EX-CSU MEN

The SIU will not discriminate against any CSU members who now denounce the Communist leaders of the CSU. There is plenty of room in the SIU for ex-CSU members—and plenty of jobs—providing those CSU men work for the SIU and not against it.

The CSU leaders have failed to tell their members that the Great Lakes was only the beginning of the end for the CSU. Those very same young members on the Great Lakes whom the Communist leaders of the CSU encouraged to oppose the police, for instance, are, in some cases, in jails, while the Communist leaders of the CSU who instigated the entire matter are still free and living well.

They failed to tell their membership that they threw one hundred thousand dollars or more of the membership's money down the drain in a losing fight—one hundred thousand dollars or more of the membership's money in their futile attempt to save themselves on the Lakes.

And now let us expose some of the lies of the phony CSU leadership.

## CSU LIES EXPOSED

**Lie Number 1:** The communists told the people of Canada that American seamen were being flown in to sail Canadian ships and take the jobs away from Canadian seamen, to whom those jobs rightfully belong. This has been shown to be a lie, by a report given yesterday by the Immigration Department of Canada when they said, "such charges are without foundation."

It did not really take the immigration report to brand this as the obvious lie that it was, however. Why should the SIU bring American seamen to sail Canadian ships while there was plenty of competent non-communist Canadian seamen ready, willing and able to take those jobs?

**Lie Number 2:** The CSU officials brayed to the world that they were the victims of the SIU men armed with clubs and blackjacks. They made these charges in leaflets addressed to "The Citizens of Halifax" and demanded that the police investigate their charges. This the police did, and what did the police find? They searched the SIU offices and the SIU men and failed to find a single weapon. The police also searched the CSU offices and men. What did they find? They found enough weapons to beat half the people of Halifax to death.

## HITLER-STALIN TACTICS

Did this faze the communist leaders? It did not! Using the same tactics of Hitler and Stalin they screamed "frameup." They demanded the local papers publish "itemized lists" of "all" the weapons found. Why publish such a list, we ask, when one of the local papers has already run a picture of just part of the weapons which were CSU property—and an ugly looking lot they were, too.

When the members of the CSU ask their officials for regular reports on finances they are told, "the books are open." Yes, the books are open—but woe to the man who gets caught with his head in them.

Why does not the CSU have weekly detailed financial reports, accounting for all incomes and expenses in all ports in the same manner as does the SIU? Why are they told that the quarterly and annual reports are "sufficient."

Is it true, too, that no detailed financial accounts are available to CSU members, regarding their so-called strike? Will the funds, if any, collected by the CSU members on "tag day" be handled in the same manner? Forgive us if we sound pessimistic—but we have the feeling that such will be the case.



# CSU Treasury Empty After Two Weeks; Question: What Became Of Strike Funds?

This is the 16th day of the CSU's so-called strike—and the CSU is broke, flat broke. We raise the question—Why is the CSU broke? Certainly, a union, which has made so much fuss about piling up a strike fund in the last few years, ought to be able to go through a two-week period without being absolutely broke.

The CSU has been collecting strike assessments on a voyage basis, not on an annual basis or any other fair basis. The assessments have not been equally distributed through the membership. Recently, of each voyage a CSU man has made, he has had to cough up anywhere from two dollars up to—well, we have seen records where each man paid five dollars at the end of the voyage. Whether the voyage took a week or two or several months has made no difference.

What is more, the rank and file had no voice at all in setting these assessments. The **blood** and **money** leeching communist leaders of the CSU have simply said "Pay up or else."

## FUNDS FOR FRONTS

To those CSU members who have questioned those tactics, the communist leaders have told them that it was "necessary" so as to help the union. It's funny, however, that the only unions where such actions are necessary, are in the communist controlled unions, such as the CSU. Communist controlled unions grab all the money they can possibly milk from their members—not for their own welfare, however—but instead to put into communist party front organizations, as well as to pay commie lawyers for so-called "legal" fees.

We do not have to wonder, then, what has really happened to all the money the CSU leaders have forced their members to pay in assessments and so-called "back dues."

Something else too, CSU men: How many of the CSU raises in dues did you get an opportunity to vote on? Not many—if any—we bet! What does all this have to do with "Tag Day?" Well, we just wonder whether "Tag Day" really is for the families of CSU seamen. Perhaps it is—but then we wonder what happened to all those assessments that seem to have disappeared in thin air and there's still plenty of thin air left, you know.

As a matter of fact, there is a far better way than "Tag Day" for the CSU rank and file to meet the present situation. The CSU rank and file can always take out membership in the SIU, which has jobs under contract on nearly 100 ships that sail out of ports in Eastern Canada.

There is one question that we would like to clear up for the benefit of the CSU rank and file.

The communist leaders of the CSU have been whining about the contract the SIU signed with the companies. Let's get this contract business straight:

The contract the SIU signed is the **same** contract the CSU communist leaders turned down—turned down for their own political purposes—after their own representative on the Conciliation Board approved it.

## HIRING HALL CONTINUES

It provides for the same wage scale—a scale based on \$170.00 a month for an Able Seaman. It provides for the same working rules, plus improvements which the SIU won through negotiation. It calls for the **same Union-controlled Hiring Hall procedure**, worded exactly as it was in the other contract.

Not only are the communist leaders of the CSU willing, at this time, to take this same contract but, as shown recently on the Great Lakes, at a **reduced wage**.

So, CSU men, the next time your communist leadership tries to mislead you by telling you that the SIU signed an inferior contract, call them liars—for they most certainly are.

Tell them that the SIU now has the same contract that you, the rank and file of the CSU, wanted so badly—but which the red fascists of the communist party would not let you have.

This ought to clear up any question about the contract, but there is still another question that people are asking "What are the chances," they want to know, "that the SIU can continue its fight to hold its contracts and eliminate the communist leaders of the CSU from the picture?"

Well, we will give it to you bluntly. The SIU is a sure bet to eliminate the CSU entirely, not only

from offshore ships but from the Great Lakes—what's left of the CSU on the Great Lakes, that is.

## REVIEW OF LAKES

Now, let's get back to the Lakes for a bit. We told you some things about the Lakes last night, but the CSU boasts so much about the Lakes that the entire subject is worth a quick review.

The CSU just about finished itself on the Lakes when its communist leaders signed a contract for this season with a few of the companies they didn't lose to the SIU a year ago.

As we pointed out last night, the communist leaders not only cut their own throats when they took thirty dollars less a month than the SIU is getting on the Lakes but—even worse—agreed in writing that, if the longshoremen on the American side of the Lakes refused to work CSU ships, the CSU contract would become null and void automatically and immediately.

Incidentally, the CSU has only 6 companies left on the Lakes, compared with the overwhelming majority of the Lakes companies whose seamen are represented by the SIU. The low wage scale in the CSU agreement, not to mention the clause nullifying the agreement if American longshoremen refuse to work the ships, make it extremely doubtful that the CSU will even have 6 companies on the Lakes for very much longer.

The CSU's prospects on the offshore ships are about the same as the outlook on the Lakes. It is only a question of time before the CSU will draw its last breath as an organization. One big reason is that the communist leaders can't explain why the outfit is broke—or, more important, **don't dare to explain!**

They simply try to by-pass the entire matter off by saying "Well, boys, we've had lots of troubles, you know."

## POOR LOAN RISK

Nobody seems very anxious to advance them any more money, either. Possibly nobody considers the communist leadership much of a risk, or their cause worth supporting. So, after being turned down by most of the legitimate trade unions in Canada, they are resorting to a "Tag Day." Fact is that this "Tag Day" is a bit prophetic—for the CSU is now being rapidly "tagged out."

If you want further demonstration why the CSU leaders will be tagged out—look at today's news from Montreal. There the SS Chandler, a ship belonging to the Elder Dempster SS Company, voted almost unanimously to join the SIU. This is what more and more CSU rank and file seamen can be expected to do as the days pass. Furthermore, CSU men, in the event the communist leaders try and tell you that the Chandler didn't go SIU, then read today's Montreal papers.

Before we go any further, there is another question we want to answer here and now. "Will CSU men be discriminated against if they attempt to join the SIU?"

The question has already been answered by the case of the SS Chandler we just told you about. All those on the Chandler who went SIU signed right back on the vessel. That means that all but a handful of the original crew are still aboard.

In other words, there will be no discrimination on SIU ships against former CSU members, **with one exception**. Those communist leaders of the CSU and

## Canadian SIU Halls

The SIU, Canadian District, maintains Halls in the following Canadian Ports:

**HEADQUARTERS, 512 McGill St., Montreal.**  
**MONTREAL, 1227 Philips Square. Tels. Plateau 6700 and Marquette 5909.**  
**PORT ARTHUR, 63 Cumberland St., Tel. North 1229.**  
**PORT COLBORNE, 103 Durham St., Tel. 5591.**  
**TORONTO, 111A Jarvis St., Tel. Elgin 5917.**  
**VICTORIA, B. C., 602 Boughton St., Tel. Empire 4531.**  
**VANCOUVER, 565 Hamilton St., Tel. Pacific 7824.**

Permanent headquarters will be opened very shortly in Halifax. Meanwhile, the SIU in that city can be reached by calling the following number: 3-7231, Extension 403.

their stooges, who have been guilty of violence against the SIU, cannot be accepted as SIU members.

We want no communists or communist hatchetmen in the SIU. The SIU has fought the communists for years on every waterfront in the world. We will keep fighting them until they quit or disappear.

We know that the communist leaders of the CSU do not represent the rank and file. Communist leaders never do.

The record of communist leadership in trade unions the world over is the same. The communists of the CSU fit the pattern perfectly. Their aims are the aims of the communist party, which are the aims of the Soviet Union.

If there is any conflict between communist aims and trade union aims, the trade union aims are ruthlessly set aside. We have seen it happen time and again. We are seeing it happen now in Canada. The perfect example is on the Great Lakes where CSU communist leaders, on orders from the communist international to keep a toe hold at any cost, have signed the scab contract we told you about—the contract calling for 30 dollars less than SIU men receive.

We are beginning to wonder what kind of answers the CSU leaders are giving to things like what the crew of the SS Chandler did in Montreal? Are they denying it, or are they just sputtering?

## NO ANSWER TO FACTS

At any rate, they don't seem to be doing much about it! Perhaps they can't do much. In fact, that is the answer. The CSU membership is calling their bluff. The only replies the bankrupt CSU leaders have thought out yet are violence against the SIU and a Tag Day for CSU members.

Incidentally, a word of advice to CSU men in Halifax. Do not go to Montreal for jobs. Between the SIU men already in Montreal, and the former CSU men who have swung to the SIU, there are plenty of men in Montreal to man all Canadian ships in that port.

The communist leaders will tell you anything that serves their purpose, as we showed you last night. We could go on and on regarding the lies they have told, while betraying the Canadian seamen.

But what's the use? The whole world now knows the story of communist tactics, lies and persecutions. We all know what the communists have done in Europe.

We all know what the communists of Hungary have done to Cardinal Mindzenty. We know what the communists have done to churchmen in Bulgaria, and elsewhere behind the Iron Curtain. However we have heard not a single word from the CSU leaders in the denunciation of these atrocities.

And why haven't the CSU leaders denounced these persecutions? You know the answer to this question just as well as we do. The CSU leaders cannot denounce the treatment of Cardinal Mindzenty and the others, because their own communist sympathies are an endorsement of such persecutions.

They cannot adopt the views of the civilized worlds, communists and communist sympathizers live in a world of their own—a world of terrorism, conspiracy and exploitation of fellow human beings.

## RANK AND FILE TAKES RAP

We have seen what the communists have done to the seamen in Canada. We have seen them use seamen as pawns. As a result, seamen have been left without jobs and have, in many cases, been flung into jail for following the dictates of communist leaders. Yet those communist leaders have managed to save their own skins, so that they could continue their dirty work.

We have heard only in the past few hours where the communist leaders are demanding so-called "investigations" of the fact that the SIU-contracted vessels are sailing. This is another typical commie trick—by screaming for "investigations" they hope to take their hungry and badly treated members' thoughts away from their own terrible situation—a situation that sees the CSU rank and file with no jobs, no contracts and, in many instances, no food.

Yes, indeed, the communist leadership would love very much to have their members forget these all important things, forget them while the communists continue to yell for "investigations"—investigations which they know will not come.

# Seven Major CSU Errors Spell Failure

This quiet Easter night is a good time to review a number of features of the CSU's so-called strike, although just whom the CSU is striking against has never been clear.

Specifically, it is a good time to review the mistakes the CSU leaders have made in the course of their ill-conceived, ill-timed action.

We would like to examine these strategic and tactical errors which the CSU leaders made, because their only answer to everything we have charged has been to maintain that the SIU was "red-baiting" or was using "Hitler-like propaganda methods." Therefore we intend to show not only that the CSU leaders have lost their action, but that they could never have won by the strategy and tactics they have used.

We ask our radio audience to listen and pay particular attention to these mistakes. These mistakes, we feel, are so obvious—that you will find that it is almost unbelievable.

The CSU leaders committed seven major errors. These seven errors, when considered together, prove very conclusively that the CSU leaders are not the smart trade unionists they pretend to be, or else they never wanted to win in the first place. Let's analyze these mistakes one at a time.

## FIRST ERROR

The first mistake was failure on the part of the CSU leaders to line up the kind of support that means the difference between defeat and victory in labor actions. CSU members might well ask their officials why they did not obtain out-and-out commitments from the unions whose support is absolutely necessary in any waterfront action.

For example, to go on strike, they must have the cooperation of longshoremen, teamsters, railway workers and ship's officers, if they really want to be sure that the ships they are striking will be tied up. This is a lesson which seamen in many parts of the world have learned the hard way. We find it difficult to believe that the CSU officials had not themselves learned this lesson before. Yet, the cold fact remains—they did not have the docks and the approaches to the docks tied up along with the ships.

We can only wonder, then, whether they were not simply more interested in disruption than in the welfare of their membership.

The second mistake which the CSU leaders made was in timing their action at the worst possible moment. A union should take economic action when it is strong, not when it is weak. Yet just consider what the CSU leaders did.

They called this so-called strike after they suffered a tremendous setback on the Great Lakes last fall—a setback from which they had not yet recovered. Instead of taking time to build back their strength financially and physically, they acted again this spring when they still were extremely weak, with the result you all have seen—utter defeat!

Again, we can only wonder whether they were not more interested in disruption than in the welfare of their membership.

Their third mistake was another tragic instance of timing which was equally poor. As every maritime trade unionist in the world well knows—in fact, as every trade union leader in any industry knows a union does not swing into action unless business is reasonably good in the particular industry.

## SUICIDAL STRATEGY

An action when business is in a very bad state is almost certainly suicidal. Yet, the CSU leaders called out their members at a time when the Canadian merchant marine was in a low state of postwar retrenchment.

They did not act when the ships were crying for men. They waited until there were hundreds of unemployed men on the beach looking for jobs that did not exist.

Again, we must wonder whether they were seeking economic improvements for their men—or were they seeking the disruption of a vital Canadian industry?

The fourth mistake the CSU leaders made was to call for large scale union action without any money in their treasury. We have been talking about this point for the past few nights. On this occasion we want to speak on it simply as a strategic problem, without raising the question of where all those assessments collected from the CSU rank-and-file membership—and there were plenty—went.

Money in the bank is the reserve that a union should have for successful action. It is true, that, in the course of labor history, seamen and others have conducted long strikes and won them with nothing but their hearts to go on. But on those occasions, there was an indomitable spirit in the rank and file which carried them on, and there was a feeling of mutual

trust between rank and file and leaders based on a common viewpoint and a common grievance.

This did not exist in the CSU.

The CSU leaders, by having to admit that the CSU had no money left after only 2 weeks of action, placed themselves and their members in an impossible position.

Once more we can only wonder whether they were really trying to improve the wages and conditions of the CSU members or deliberately bent on destroying the Canadian merchant marine!

The fifth mistake the CSU leaders committed was in calling for action without so much as making even a slight pretense of obtaining a secret membership vote on the question. This was dictatorship pure and simple.

Even worse, it meant that the rank-and-file could not feel themselves to be a part of the action. They were deliberately forced into an action about which they knew nothing of the vital issues.

In other words, the CSU leaders called out the men after giving them a completely false account of the issue, namely the contract which their own hand-picked representative on the Conciliation Board had approved. They deliberately neglected to explain to the rank and file the dangerous weaknesses of their position.

They did not tell the CSU membership that the CSU would not be able to tie up rail terminals, trucks and docks along with the ships. The CSU officials did not tell the rank and file that, within a little more than two weeks after their so-called strike began, they would be resort to a Tag Day in a pathetic effort to get up enough money to keep going. They didn't even tell them about the strength of the opposition, the Seafarers International Union of North America. But let's treat this whole point separately.

What we want to emphasize right now is that there is absolutely no comparison between the situation of the CSU and that of seamen who have walked legitimate picketlines for weeks or even months on end without a penny to jangle in their jeans, and who won their objectives in the end.

## CSU LACKED KNOW-HOW

These men knew exactly what they were doing. They had voted to do what they were doing. They trusted their leaders. Of course, they could keep going through a tough siege: they had unity of purpose. But the CSU rank and file had none of these advantages. Their leaders saw to that.

The sixth mistake the CSU leaders made was allowing their entire action to be marred by acts of sheer irresponsibility. They have allowed hundreds of rank and file members to become the victims. The CSU leaders never seem to be the ones who get it in the neck, when their irresponsible of all the commands which the CSU leaders handed out were the orders to strike Canadian ships in European and South American ports. One of the elementary bits of international maritime law that any seaman knows is that you cannot tie up a ship in a foreign port. It makes no difference how liberal or how reactionary the labor laws of the country may be. You just can't strike a ship in a foreign port without facing severe legal reprisals.

Yet these CSU leaders, who have appointed themselves authorities on how to run a waterfront strike, just gave out the order. "Strike the ships, regardless of where the ships are."

As a result, Canadian seamen in British, French, South American and other ports are in serious trouble. They are face-to-face with big fines and jail sentences! Was this irresponsibility on the part of CSU officials, or wasn't it? Were these the actions of sincere union officials, or were they plays to the grandstand?

Is it any wonder that we ask again: were the CSU officials seeking to improve the lot of CSU members, or were they seeking to destroy the Canadian merchant marine and wreck the CSU in the process?

The seventh, and perhaps biggest, mistake the CSU leaders made was their failure to properly estimate the strength of the Seafarers International Union of North America. Whatever excuse you can find for their other mistakes, you can find no excuse for this one!

In the first place, they had as recently as last fall been defeated on the Lakes by the SIU's Canadian District. Why they should think that the same Canadian District of the SIU would be any less resolute in Halifax, and other ports of eastern Canada, than on the Lakes is a major mystery.

Certainly they knew that the Seafarers International Union had 90,000 members in Canada and the United States, and that it had the immediate backing of 250,000 members of the AFL's powerful Maritime Trades Department, plus the 8 million members of the American Federation of Labor in both countries.

They knew, too, of the SIU's very large cash assets—cash assets which ran into millions of dollars, accumulated over the years—cash assets which were earmarked for just such actions as this. In addition, they knew that the SIU was a member of the International Transportworkers Federation, which is strong throughout the world in all countries except the 'Iron Curtain.' Not only this, but they must have known the SIU's record of never having lost a waterfront action or strike during its entire history. They knew, too, of the SIU's rigid adherence to all contracts.

## OBVIOUS RESULT

Certainly these CSU leaders must have known that, if they did not destroy the Canadian merchant marine, they would find their members fed-up with CSU betrayals, switching to the SIU by the hundreds.

But apparently the CSU leaders preferred to forget the SIU's strength and record. The only conclusion is that the leaders of the CSU were blindly carrying out dictated communist policy—the least concern of which was the welfare of the Canadian seamen or the Canadian merchant marine.

Naturally, the SIU moved swiftly and surely to take advantage of every mistake the CSU leaders made. After all, the SIU is a seasoned union. Its members do not get hysterical. The Union itself weighs its actions and does not go in for irresponsibility. Most of all, it is wise in the ways of men like the CSU leaders, who are more interested in phony politicking than in straight trade unionism. However, we of the SIU are ready to admit our Union's Canadian District faces two very serious problems.

The first of these problems is that of fulfilling the contracts we have made with the Canadian shipowners. Right now we are solving this problem with a very high percentage of effectiveness. What is more, that effectiveness is increasing almost by the hour. And it won't be many days before we will be able to say that we are operating at 100 percent efficiency. One thing you can surely stake your last penny on—the SIU is in Canada to stick.

The second problem facing the SIU is that of educating the seamen who constitute the non-communist element of the CSU to the dangers of fooling around with any aspect of what we call "politicalism."

Politicalism doesn't mix with unionism—regardless of how a man votes.

We believe that a great majority of the CSU is included in this group. We are judging by the response we have gotten to these programs, and by other responses. We tell those CSU members who are interested in the SIU to drop in and see us. Meanwhile continue with your normal CSU union duties. If they include picketing, go ahead and picket—as we have told you before. When we are ready for you to leave the CSU in the Port of Halifax—we shall tell you.

## SIU OBJECTIVES

When we have solved these two problems, and we expect to solve them swiftly, the Canadian District of the SIU will be ready to devise a progressive program of its own.

That program will shape up something like this:

The Canadian District will gradually work towards raising the wages and working conditions of Canadian seamen to the United States level. This will be the first target.

However, there are other things, too. The Canadian District will follow a policy of close cooperation with the entire American Federation of Labor, so that on either side of the border we can expect all-out support at all times.

The Canadian District of the SIU can be expected to take advantage of the SIU's membership in the International Transportworkers Federation, that powerful world-wide organization to which belong transport unions in the United States, Canada, England and most of Europe. The ITF is a vast bulwark against the spread of Communism in trade unions everywhere, and it has made its strength felt on many fronts on many occasions.

The Canadian District of the SIU faces a serious unemployment problem due to the shrinkage of the Canadian fleet. This problem, too, must be met in many ways.

We Canadian Seafarers most certainly can be expected to be increasing the manning scales on the Canadian ships, as the SIU has already done on American ships. But that is getting down to details on matters that will come later.

Meanwhile the SIU Canadian District will welcome those members of the CSU who are not identified with the hatchmen and fellow-travelers that stooge for the party hacks.



# SHIPS' MINUTES AND NEWS

## Disabled Robin Kettering Periled By Shift Of Cargo During North Atlantic Gale

Caught in the full fury of a 90-mile-an-hour North Atlantic gale with her engines disabled the SS Robin Kettering was in distress for 2 hours recently when part of a 4,000 ton cargo of manganese ore shifted, causing a 20-degree list.

(The momentarily perilous state of the Kettering off the Nova Scotian coast was shared recently by a sister Robin vessel, the Robin Locksley, LOG, April 11, which sustained a 20 degree list when 150 tons of cargo broke loose during a storm in mid-Atlantic between New York and Capetown. Two days of steady work righted the Locksley)

According to a Kettering crewmember, the ship was in the North Atlantic headed for St. Johns and Halifax to discharge

the cargo when she was hit by the gale. She took the storm in stride until the engine gang heard valves popping like firecrackers and the plant conked out.

With her steam gone the ship pitched and rolled in the troughs causing the cargo to break loose. The sudden turn of events threw the passengers into a panic and moved the Skipper to send out a distress signal which was picked up by a Coast Guard ship 100 miles away.

### BROUGHT TO LIFE

The Kettering heaved about at the mercy of the storm for two hours before the engines were repaired enough to squeeze out a couple of knots of speed. In the meantime, crewmembers pumped oil from starboard to port tanks, bringing the list up to 10 degrees. The distress call was then rescinded.

Limping along the ship finally made the Bay of Fundy, where she took refuge from the storm. After 24 hours of safe anchorage she continued to St. Johns.

No injury was suffered to the crew during the righting of the ship, although a couple of men suffered minor injuries while securing starboard lifeboats that broke loose during the storm.

The Kettering had loaded ore in Capetown along with general cargo. Following stops at St. Johns and Halifax the ship paid off in Baltimore.

## Blackball Given Brooklyn Laundry By Trent Seamen

If your shirt needs laundering or your suit needs cleaning, don't take either one to the S. Rice laundry at 921 Washington Avenue, Brooklyn, say nine members of the crew of the SS Robin Trent in a letter to the LOG. They maintain that the S. Rice laundry, which once was called the Half Moon Valet, promises good workmanship and one day service on the basis that you don't have to pay for it if you don't like it. What actually happens is something else again, the Seafarers stoutly claim.

They say that the dry cleaning was terrible. They cite a light topcoat which one of them gave to be cleaned. When he went to get it he had to pay \$1.75 and the coat looked worse than it had before.

The nine Brothers signing the letter to the LOG were:

George Leidemann, Warren Hodges, Earl L. Morris, John O. Davis, D. C. Gilmore, J. B. Schutte, A. E. Carlson, Daniel O'Rourke and Mike Sovich.

## MESSROOM GATHERING ON THE STEEL AGE



Steel Agers prepare to break up after their first shipboard meeting of the current trip. Reading left to right, the men are J. Veira, Wiper; T. Mungo, Saloon Messman; J. Malinowsky, Fireman; Roberts, Deck Maintenance; J. Oliver, AB; M. Sorvensen, Stewards Delegate; J. Kozerski, Chief Cook; J. Yoknas, Carpenter; S. Wise, AB.

## Steel Agers Square Away For Smooth Trip

The Isthmian C-3, Steel Age, cleared New York a couple of weeks ago on the first leg of a four months trip to the Far East. With the ship secured for sea the crew turned to squaring themselves away—union style.

Enroute to Wilmington they held their first shipboard meeting. On hand for the event was crewmember Z. Sipols, whose camera recorded the event as shown on this page. With the election of delegates out of the way, the crew began laying the groundwork for insuring a harmonious trip.

### CHECK 'EM, BOYS

The newly elected delegates were instructed to check the slopchest and penicillin supply and the ship's delegate was voted to inform the Wilmington Patrolman of the lack of seating space in the messroom.

The Ship's Delegate, Clifford Thompson, announced that the shipboard educational program would begin at the following meeting—the subject: "The SIU Organizing System."

In the minutes received in the LOG office this week, Delegate Thompson noted that there was

a fine crew aboard, 95 percent being bookmen. He saw an enjoyable trip in prospect.

Before the meeting was adjourned the crew was told of the difficulties met by the SS Kendricks crew in Siam, a country scheduled to be visited by the

Steel Age. The Kendricks letter to the LOG was posted in the messroom.

Fully squared away, the Brothers then turned their contented pusses in the direction of Brother Sipol's camera and the event was recorded for posterity.



Preparing the dinner meal, Chief Cook J. Kozerski tests his meat saw on a slab of beef, while 2nd Cook D. Wilson, left, and 3rd Cook J. Bergstrom look on.

## Kathryn Men Vote Crew Inquiries In Ship Firings

Crewmen of the SS Kathryn, Bull Lines, came up with an idea at a recent shipboard meeting they thought might prevent a lot of misunderstandings if it were adopted.

After three members of the Deck Department were fired in San Juan, it was moved and passed in the shipboard meeting that in the future, whenever a man is fired, the delegates shall call together members of

the crew available to study whether the man has been fired for just cause.

Those present at this first meeting will then report to the entire crew at the earliest opportunity.

The idea seemed such a good one to the Kathryn's men that they voted to have the Ship's Delegate draw up a resolution similar to the one passed aboard ship to be given to the Patrol-

man in New York and presented at a membership meeting.

Then, the Kathryn men reasoned, there wouldn't be a lot of rumors and whisperings and ginnill talk about unfair firings.

If a man was fired, the crew would know the whole story.

If the man was treated unfairly, steps could be taken to correct the situation.

If the man deserved what he got, everybody would have a full knowledge of the facts.

## The Voice Of The Sea

By SALTY DICK

I know a seaman who is very fond of Ava Gardner. He now plans to go west to attempt an introduction... R. Paul Hareld recently married a girl who works in a sugar refinery. Does he call her "Sugar?"... Swords Walters loves the sea so much he can't stay on the beach long. You may have seen him around as a watchman on ships... The fellow who carries the hammer and nails on the Del Sud is Rocky Cox. He picked the run because he has something special at the end of the run: Buenos Aires.

R. C. Bass claims bankruptcy — therefore, back to sea... There was a mad scramble in the dining room of the Del Mar when the ship hit bottom and the screw on rudder went out of commission. The stampede was caused by the waiters all trying to get out at the same time. Clancy Cooper is now working in Hotel Ponchartrain.

Joe Martello, Dispatcher here in the NO Hall, is kept busy putting jobs on the board and answering questions... Bill Champlin just returned from West Africa with dengue fever. He's at the marine hospital under observation. I spend a day there as a patient and my bed was directly across from his. He may be sick, but he eats like a horse.

After a Wednesday meeting I saw John Picou sweeping the Hall. I saw other Brothers helping out, but Johnnie stayed to the end. Good work, Johnnie... Pete Garza is at the Hall, so I presume he's ready to ship out... James Collins, the SIU's Michelangelo, is painting scenes on the bayous. He loves to paint and read...

# Digested Minutes Of SIU Ship Meetings

**KENYON VICTORY, Jan. 23—** Frank J. Mandler, Chairman; J. J. Monahan, Secretary. Ship's delegate reported that trouble over Wiper had been squared away with Chief Engineer. Everything okay otherwise in three departments. Second Cook elected unanimously to ship's delegate post. Motions carried: that Steward order cots to be delivered on West Coast; that Steward see to it that fumigation is attended to when ship arrives on West Coast. Discussed oil leak in galley range. One minute of silence for departed Brothers.

\*\*\*  
**ROBIN GRAY, Jan. 23—E. J. Kelly, Chairman; H. J. Murranka, Secretary.** Three department delegates and ship's delegate revealed that there were no beefs pending. Under Education, Brother C. Coates discussed the importance of shipboard meetings. Ship's delegate is to see Captain about painting messroom deck. Delegates agreed that one man from each department would be assigned to keep the laundry clean.



\*\*\*  
**SOUTHLAND, Jan. 23—W. G. Morris, Chairman; Alexander Jones, Secretary.** Minutes of previous meeting to be posted on bulletin board for the benefit of new crewmembers. No beefs pending in any of the departments. Nominations were opened for ship's delegate. Kennedy was elected. Motions carried: To have ship's delegate discuss with Captain screen doors for galley and messhall. Discussion on laundry, recreation room and sink.

\*\*\*  
**STEEL FABRICATOR, Jan. 9—Suska, Chairman; C. Burgio, Secretary.** Minutes of last meeting read and accepted. Smooth sailing reported in all departments. General discussion of the things crewmen think should be taken care of on this trip. It was also pointed out that men should do their jobs in good Union fashion and keep from fouling up. Brother Bates was elected ship's delegate. Several men spoke on matters of Union interest and Union literature was distributed. Other discussions dealt with improving shower facilities, messhall appliances and general cleanliness throughout the vessel. All hands were cautioned to obtain authorization from their department heads before taking time off.



\*\*\*  
**MOBILIAN, Jan. 9—Lee Snodgrass, Chairman; W. L. Busch, Secretary.** Engine and deck department delegates reported all proceeding satisfactorily. Stewards delegate reported only a minor beef registered by Messman, who requested that all hands keep out of messroom after meal hours until place has been cleaned up. Motion carried calling for use of the PO messroom as a recreation room. Under Good and Welfare, crew discussed possibility of fruit



juices being served regularly; cleaning of laundry and cleaning of quarters. Gordon Finlay, AB, complimented Stewards Department on their excellent job in keeping messhall neat and clean. Crew supported his view.

\*\*\*  
**HASTINGS, Jan. 30—C. Howell, Chairman; C. J. Oliver, Secretary.** Ship's delegate announced that everything was in order with exception of repair list. Suggestion made to draw up recommendation for permitmen with sufficient time for a book. One minute of silence for Brothers lost at sea.

\*\*\*  
**DEL ORO, Jan. 2—Carroll, Chairman; Haynes, Secretary.** No beefs pending in any of the three departments, according to delegates. Brother Brunell elected ship's delegate. Discussion on matter of man missing ship, re-joining it and being signed on again. Suggested that beef involving Oilers be referred to New Orleans Hall when vessel returns to that port. Also suggested that recreation room be used during coffee time so that messhall can be kept clean more easily. Cots are to be checked before sailing on next voyage.



\*\*\*  
**BALTORE, Feb. 7—Mitchie, Chairman; Hildreth, Secretary.** Delegates reported number of books and permits in their departments. No beefs reported. New Business: Patrolman to be asked why dumping garbage is not overtime on ship. Motion carried to secure needed equipment in galley. Motion carried to have Patrolman check on Mate, who changes meal hour frequently and without notifying Steward. Good and Welfare: Motion carried not to leave laundry soaking in tubs. One minute of silence for Brothers lost at sea.

\*\*\*  
**CAPE MOHICAN, Feb. 20—Armand Stepanian, Chairman; R. Sireis, Secretary.** Delegates reported departments functioning smoothly. New Business: James Dawson elected Ship's and Deck Delegate; H. Tomlin elected Stewards Department delegate. Discussion held on repairs left undone from last trip.

\*\*\*  
**JAMES JACKSON, Feb. 6—F. Buhl, Chairman; J. Gillis, Secretary.** Frank Buhl elected ship's delegate. Delegates reported number of books and permits in their departments. New Business: Motion by Burnstine, carried, that future meetings be held on Sunday at 6:30 so En-

gine Delegate could attend. Good and Welfare: Request made that no water be wasted owing to shortage. Suggestion made that the members of the Stewards Department dump garbage in cans provided in port. Several Brothers expressed appreciation for the excellent food provided by the Chief Cook. One minute of silence for Brothers lost at sea.

\*\*\*  
**EVISTAR, Feb. 19—G. Rourke, Chairman; J. H. Shearer, Secretary.** Delegates reported no beefs in their departments. New Business: Agreed that men taking off in port will have other men stand their watches and pay the men for the work. Men failing to do this will be fined. Men taking time off in port are to notify departmental delegate, the delegate to notify the officer on watch. Good and Welfare: Request that buttermilk be put aboard ship. Suggestion that lifeline be put up from midship to aft end. Steward asked men to be more careful with linen. One minute of silence for Brothers lost at sea.



\*\*\*  
**ROBIN KIRK, Feb. 27—Joseph Cariveau, Chairman; Leo Allen, Secretary.** Crew elected J. Sampson as Ship's Delegate. Delegates reported departments constituted all bookmembers in good standing. New Business: Motion carried that ship's laundry be cleaned weekly by one man from each department. Coffee to be made by pantryman every morning for 10 o'clock coffee time. Ship's Delegate to see Chief Engineer about pressure in water fountain.

\*\*\*  
**ROBIN SHERWOOD, Feb. 25—(Chairman and Secretary not given.)** Special meeting called for Steward to clarify why there is insufficient amount of fresh food aboard. Steward stated that Captain had an order from company stating that no fresh stores are to be obtained in Tanganyika territory. Ship's delegate requested to procure letter from Captain and read it to the membership. Captain promised to make a duplicate copy of letter for crew. Discussion of food situation ended with understanding that ship will obtain fresh stores in next port. Delegates to approve requisition.



\*\*\*  
**STEEL APPRENTICE, Feb. 21—G. Morley, Chairman; B. Payne, Secretary.** Discussion on heat of dishwater. Found that water was at 110 degrees while tap water came out at 180 degrees. Motion carried that Pantryman failing to keep temperature up will be brought up on charges.

\*\*\*  
**GATEWAY CITY, Feb. 13—Jack Hartley, Chairman; W. E. Coutant, Secretary.** Delegates reported little disputed overtime in their departments. New Business: S. P. Drury elected ship's delegate. Motion by Drury that linen should be checked by port steward for proper bunk size. One minute of silence for Brothers lost at sea.

## Seafarer Sam Says:

Keep ahead of yourself!



MANY MEMBERS MAKE IT A PRACTICE, WHEN THEY PAYOFF A SHIP, TO PAY THEIR DUES FOR A YEAR. THEY THEN KNOW THAT NO MATTER WHAT MAY HAPPEN THEY ARE IN GOOD STANDING AND CAN THROW IN FOR A JOB.

## CUT and RUN

By HANK

It's easy enough to recognize Brother Bob High—even with his hardly recognizable mustache and his terrific sense of humor. Bob must be watching Milton Berle on television and studying witchcraft, too. There's always spirits involved in his humorous conversations... Another Brother with a slight smudge of a mustache is Percy Boyer—recently sailing tankers—who finally shadow-boxed himself out of New York on a train for New Orleans. Percy has been missing so many trains trying to leave coffee-smelling Beaver Street that he believes he could have walked through all those trains to New Orleans... Brother Cy Magnan writes that the Plaza in Trinidad is doing a swell job handing out the LOG to SIU members. The Lido Hotel's reading room has it, too. In Barbados the Zanzi-Bar handles "our little treasure" (as Cy writes it) which all of the SIU "island hoppers" read from first page to last.

\*\*\*  
Brothers William Bunker, Edward Vail, George Dacken and Frank Lillie are a few of the newly-arrived in town... Brother Antonio Blais, of Connecticut, sailed... Feeling good about scraping off some of this stuff called barnacled beacheritis (or what may be called a "doing-nothing-at-all-fever" which can make a sailor rusty in parts and lazy), Brother George Fiance shipped for a shorty of a sugar-island run... We hope Brother Reece Oliver (who has a mustache, by the way) is feeling better nowadays... Brother Helms shipped. So has Roger Teets... Brother Jurkowski shipped—wishing he could have received some last-minute mail.

\*\*\*  
Steward Sylvester "Ziggy" Zygarowski writes he's hitting many ports aboard the SS Gadsden... Jerry De Meo sailed in recently from a South African voyage... Brothers D. Dixon, Emil Wagner, James Kelly and Leonard Rhino (an oldtimer) send word they're on long voyage aboard Isthmian's Steel Traveler, now in Manila... Bosun Bob Hillman is doing the best an oldtimer can with or without the tools he has, while he's shipping out of Baltimore with his familiar cigars... Steward John Jelletto (with his mustache, of course) is happy. He's keeping everybody happy and everything shipshape aboard one of the Seatrain scows... Brother Oswald Smith is in town.

\*\*\*  
Bosun Bill Champlin sailed into town stating he sure wished a place in the Belgian Congo would get LOGs so that the crews of many Mississippi ships hitting there could keep informed of latest Union news... The weekly LOG will be sailing free of cost to the homes of the following Brothers—Walter Borreson of New Jersey, John Bragg of Georgia, Theodor Humal of New York, Gus Janavaris of New York, Leon Sizemore of Florida, Teddy Ostaszski of New Jersey, Lawson Rynes of Florida... Brothers, keep those ships clean and happy. Protect your agreements—keep your jobs shipshape. Protect your health, Brothers. If you have a physical ailment—check into the marine hospital. Don't sail if there's something wrong with you, far out at sea sometimes is too late.

\*\*\*  
Former Seafarer Clayton O. Whitley, now answering roll call in the Army, has taken a berth in the station hospital and will honor communiques from his old pals. Rct. Whitley's address is: Station Hospital, Ward A-9, Camp Pickett, Va... In the morning mail: A picture postcard from Sir Charles telling us of the interesting places being hit by the Sea Trader. View on the card shows the maritime terminal in Barranquilla, Colombia... A note from W. A. McKinney telling how the Madaket lost a blade from her propeller between Honolulu and Kona, Japan. Brother McKinney says the Madaket boasts of a hotshot Stewards Department.

# THE MEMBERSHIP SPEAKS



## News Account Of Panamanian Ship Shows Heavy Menu—10 Tons Of Rice

To the Editor:

Enclosed is a clipping taken from the February 18 issue of the Mobile Press Register. The item is of vital importance to all American seamen.

All members of the SIU are aware of the unscrupulous methods practiced by some American ship operators who put their ships under Panamanian registry to escape high U.S. taxes, hire non-union seamen of other countries at coolie wages, break maritime unions, ignore safety regulations, and so on.

Outside of the maritime industry the general public as a whole is totally unaware that these shameful conditions exist. As a member of this union,

### Pete Gives OK To K.O. Bornson, Ship's Skipper

To the Editor:

While browsing through the bound volumes of the LOG in the New York Hall today I came across a story dated August 6, 1948 which concerned the skipper of the Steel Fabricator. The story was not very complimentary to the Old Man, and according to the crew he was giving them a rough road to travel.

According to the crew the Skipper was loose on loggings and tight on cigarettes, plus just about every other sin in the book. This Skipper, K. O. Bornson, had a reputation for being a tough man to talk to and seemed to be anti-union.

The Skipper of the Fabricator is now Master of the Steel Seafarer. As ship's delegate on that vessel, I would like to say that my experiences with Captain Bornson during voyage No. 5 were mostly smooth throughout the trip. I found that he was always ready to listen to any beefs or arguments I had, and due to him they were always ironed out immediately.

#### NO TROUBLE

Concerning the trouble he had with the Fabricator crew about cigarettes, I do not know what the score was there, but all through this past trip the crew could always get cigarettes when they wanted them. When I asked the Old Man for extra smokes a couple of times we got them right away.

When Captain Bornson came aboard the ship at the start of the trip we heard tales of him that would make most any man pack up and leave, but I believe I speak for the majority of the crew when I say that he was a good Skipper and very easy to get along with. More than once he went out of his way for us.

So, anybody who sails with Captain Bronson in the future will probably not have to worry about sailing with a bucko. He appears to be an OK guy.

Pete Bluhm

which has been and will be foremost in the battle for improving the welfare of seamen, I would like to see the SIU adopt a more vigorous policy on the subject and publicize it more thoroughly in Washington and to the general public.

#### ASKS PUBLICITY

In the meantime the Union should work toward ways and means of curtailing this outrageous practice.

The newspaper item, written by Ed Lee, a staff writer of that newspaper, is as follows:

"A T-2 type tanker, registered in Panama, operated by a U.S. company, skippered by a Norwegian and manned by a Chinese crew is in port.

"Also aboard the vessel are officers who hold the following citizenships: Estonian, Canadian, American, Danish, Swedish and Norwegian.

"The ship, the SS Pipe Spring, is in Mobile for routine inspection and necessary repairs. It is operated by the Overseas Tankship Corporation of New York. The Master of the ship reported that the seven nationalities aboard the ship 'get along fine and work in perfect harmony.'

"At present, the vessel is engaged in hauling oil from Bahrain to all parts of the world. The Overseas Tankship Corporation is operating 42 ships in the trade and all vessels carry a mixed crew.

"The Master, when asked to describe how the Chinese work, pointed out that there is a Chinese in each department known as the 'number one boy.' This fellow speaks English, while the rest of the department speak only Chinese. Officers give the boy any orders for the respective departments and the 'number one' is responsible for seeing these orders are carried out.

"The Chinese have a separate kitchen and will eat only Chinese dishes. Their choice meats are fish and pork and in the vegetable line they eat lettuce, celery, onions and tomatoes, but, like the story books say, rice is the main dish for all Chinese.

#### NO BEANS HERE

"The port steward here reported that 10 tons of rice go on each ship when supplies are put aboard. The crew eats about 400 pounds of rice a week and the 10 tons lasts about nine months.

"Friday, when newsmen went through the tanker, 'number one boy' was not in the galley. He had gone ashore for awhile and

the cooks could not understand English.

"On the stove cooking was a large pan of chopped pork. After the pork was browned, the cook put several pans of celery, onions, potatoes and other vegetables into the same pan and started stirring away.

"In another pot were a number of pieces of fish, already cooked and floating in what appeared to be a tomato sauce.

"The third and final pot contained steamed rice.

"At each place setting on the table, there were a small china bowl, a china spoon and two chopsticks.

"On the table were two wooden buckets, each filled with rice. A bucket was passed to the Chinese who were to eat. Each took his private spoon and dished out a helping of rice into his bowl. The seamen then took the two chopsticks in his left hand, lifted the bowl to his mouth and began eating away.

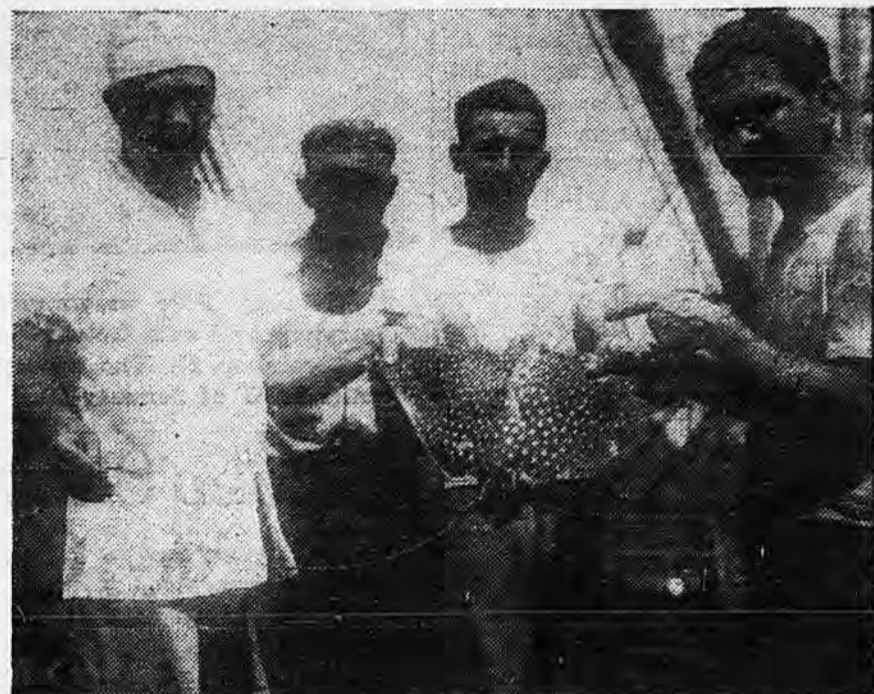
"After the rice was gone, the other dishes were brought out.

"The ship's captain said the men praise their food and always seem to enjoy it..."

Alexander Sokolowski

(Ed. Note: With the Panamanian boycott approaching, the SIU is publicizing the menace to seamen's conditions constituted by ships like the Pipe Spring. It was greatly through the efforts of the SIU in Washington that a Congressional investigation will soon be launched into the practice of Panamanian transfers.)

### DISPLAYING HIS PRIZE



Displaying the lightweight skate are Juan Rodriguez, Baker and captor of the fish; Joseph Wahletz, AB; Frank Morciglio, AB, and Louis Carbone, AB. Picture by Luis Ramirez.

### Ramirez' Comment On Skate: 'Look Out For That Tail!'

To the Editor:

While in the Caribbean area aboard the Suzanne I'm trying to do my best to provide others and myself with knowledge about that fascinating subject—sharks.

In the enclosed picture (see cut) is a bit of marine life caught by our baker aboard the Suzanne while we were in Mayaguez. This specimen belongs in the devilfish family and is known as a skate. I learned that it is the smallest member in the devilfish family and never grows larger than 40 pounds. The one in the picture weighs 15 pounds.

The devilfish itself grows to about 400 pounds and is a monstrous thing to see. The skate, like all of its relatives, is very dangerous. Its aggressiveness is mostly retained in its tail. They use their tails as a whip against other fishes and humans.

#### WHIPPING BOY

Many people say that if you are whipped by one of these marine characters there is almost 100 percent certainty that the affected part of the body will become dry and stay dry for many years. In some instances serious medical treatment is necessary.

The Baker used a small hook and cheap line, but catching a fish of this kind with a hook requires a great deal of luck and some technique.

Luis Ramirez

## Log - A - Rhythms

### Lights

By JAMES P. CONROY

Lights of San Francisco  
—Golden lights—  
Glistening on the moody bay.  
Will your sparkle go as we go  
When our ship sails on its way?

Lights that pass at sea  
—Lonely lights—  
You appear then join the night.  
Unknown you'll ever be  
To a mariner's true sight.

Lights of China's rivers  
—Ancient lights—  
You've burned a thousand years.  
On the junks your radiance shivers  
More wise than it appears.

The path of lights  
—Guiding lights—  
From cape to cape, Hatteras to Cod;  
Through the nights our road you shape  
As through your charge we plod.

Will the lights  
—Guides of the Argonaut—  
From their duty ever sever?  
Ah, the lights — they've read my thought;  
They wink back: "Never, never."

### Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

### Keep Book Up, Urges Brother Who Fell Back

To the Editor:

A good thing for all SIU men to keep in mind is that no matter how much money you have in the bank or in your pocket, the most valuable possession you have is your SIU book or permit.

Never let it run into bad standing. Always manage somehow to pay your dues. A good Union man always supports his union to keep it strong for his own benefit.

If you are going to quit shipping, it only takes a three cent stamp to send your book in for retirement. Don't put your book on the bottom shelf, you may need it again sometime. It can again be your livelihood.

I was one of those who let his book run out, and take it from me, it's no picnic to sail a ship that is non-union. Think about it, fellows, and take good care of that book or permit—it's your bread and butter.

(Name Withheld)

## Hold Cockroach To Be Inferior To Man — Maybe

To the Editor:

Man prides himself on his intelligence. Our professors have peered into every phase of existence on this earth and into the heavens beyond. The ant and the milky way have been studied by brain trusters par excellence, all of whom sport a string of letters after their names. Their learned tomes gather dust in archives around the world.

I maintain that the lowly cockroach—seagoing variety—has as great an IQ as the savants. Seamen know them well from long experience, but have neglected to write books about them.

Cockroaches have been known to study charts and plot the voyage from day to day to determine when they were heading into colder or warmer latitudes. One old seaman swears that they pulled the blankets from his bunk after studying the charts. They saw the ship was headed to colder weather.

When the oldtimer swore that they had returned the blankets when we reached warmer climates two weeks later, I was inclined to believe that he had stretched the truth a bit.

Cockroaches are good sailors and stick with the ship. They are not fond of union ships where fumigation is rigidly enforced.

Old seamen vow that they knew America was at war as soon as we mortals did. How? He could not tell.

### RIGHT FLANK, HUT!

I was lying in my bunk one night thinking of the mess we sailors were in and our chances of coming out of it alive when I heard a squeaking noise. I switched on the light, and there was a platoon of cockroaches doing close order drill on the bulkhead. West Pointers couldn't have marched better. Naturally the light broke up the parade.

In late years, the roaches have grown to great size, but are not as fast on their feet as they were in the square-rigged days. They are well fed now and are apt to become lazy. Salt horse and hard tack made them tough and active.

Long study has convinced me that sailing ship crews and sea-boots running about had much to do with the speed developed by seagoing cockroaches. Law of survival, according to Darwin.

But, with all their intelligence and agility, by which they have survived, they have been unable to invent the atom bomb. Although they are leaders of the insect world, they are definitely secondary to man.

Maybe they know too much to go ahead with the project from the point of view of cockroach survival. They may be one step ahead of man after all.

Wandering Seafarer

## HUSBAND AT SEA, WIFE REQUESTS LOG FOR HOME

To the Editor:

My husband and I would appreciate it very much if you would put us on the mailing list of the SEAFARERS LOG. My husband is at sea now, and I can't get a copy of the LOG. I am too far from the Hall to pick up a copy each week.

Mrs. L. F. Waller  
Brooklyn, N. Y.

## GALVANI FUNERAL RITES



Zebulon Pike crewmembers stand beside the body of crewmember Louis Galvani who fell overboard from the ship on December 21. The report of Galvani's death was carried in the LOG of January 21.

## SS Cobb Shuttling To Japan For Army; Crewman Injured

To the Editor:

This scow—the Irvin S. Cobb—is an old rusty Liberty that we took out of New York in December with a load of coal for Japan. It was supposed to be about a three months trip, but we are now running between Manila and Yokohama with Army cargo.

The Army is supposed to be out of the Philippines by June 15, so there is quite a number of Liberties on this run.

We had a bad accident while in Manila. One of the crewmembers, a Wiper, fell off a stage while painting the engine room overhead. He landed on his back on the floor plates, injuring himself quite seriously. It looks like he will spend a long time in the hospital in Manila. His name is Esalan, but the fellows know him as Tony Karabo.

We laid eighteen days in Manila but were unable to pick up any LOGs. We would appreciate receiving LOGs for Jan., Feb. and March. All the boys are wondering about the elections and about the developments of late.

Incidentally, I believe this is the only ship afloat with a former world champion boxer

aboard. We have Jackie (Kid) Berg, former world's junior welterweight champion in the crew.

Edward Robinson

(Ed. Note: Due to anti-Communist precautions in Manila, the LOG distributor has been unable to contact SIU ships.)

## Policies Of Log Interest French Maritime Official

To the Editor:

I wish to thank you for the two copies of the SEAFARERS LOG you forwarded me recently. I have with interest perused both copies, but have been unable to find any specific mention of subscription rates to your journal.

Perhaps it is intended for members of the SIU only. In that case I do not know how I will be able to obtain this jour-

nal regularly. I cannot presume upon your kindness for regular free copies.

I am official representative of the French Government, Merchant Marine Department, officer of the maritime administration, and your journal offers particular interest to me as a maritime officer because it deals not only with US policy on all maritime affairs but also has a personal policy upholding seamen's privileges and rights.

Inasmuch as I am an administrator of the French professional seamen, I take this policy very much to heart.

Captain J. J. Audigou  
Washington, D. C.

(Ed. Note: Although the general practice is to send the LOG only to members of the Union, persons directly connected with the maritime industry are invited to subscribe. The LOG—free of cost—will be mailed to you weekly.)

## Praises Rentz' Radio Address On Bland Bill

To the Editor:

Just a few lines to inform you that we have a radio speaker in our midst: Baltimore Port Agent Curly Rentz. Curly spoke over radio station WITH on the subject of the Bland bill now before Congress.

He did a fine job and helped to spread the word to the general public on the importance of this legislation.

It's a darn shame that the voters and taxpayers of our inland states do not get to hear and understand the meaning of this bill in regards to the welfare of all working people. The people of these inland states grow and mill the grain that is shipped in foreign bottoms. If these people were told the score, maybe their Congressmen would have the pressure put on them to our benefit.

How about the Great Lakes agents writing up some articles for the midwest press?

Anyway, Curly gave a good talk and my family and friends enjoyed it. We could do with a lot more of these talks, they are all educational.

Well, Brothers, here's hoping the Bland bill will pass so that we may continue sailing.

Jack Diamond

## Hold It, Please



The Steward of the Irvin S. Cobb is caught snapping pictures of local scenery in Kamaschi, Japan, a stop made by the Cobb during a recent jaunt to the Far East. Pic submitted by Edward Robinson, ship's delegate.

## Seafarer Warns Of Sharpie Who Bilked Parents Of \$30

To the Editor:

While I was on the SS-Noonday we stopped in Miami, Florida and a supposedly SIU seaman came aboard ship and hung around for awhile. When I went down the gangway he shouted to me to wait, saying he would walk to town with me.

While walking along the street he told me that he was trying to get to New Orleans to get his pay, but he didn't know how he would get there. He asked me if I would stow him away on the Noonday, and I told him I wouldn't take any chance like that, as there was a stiff fine for such activity.

I didn't know Miami very well, and he said he didn't have any place to go so we walked around and I bought him something to eat and took him to a movie. He started asking me questions about my home in Detroit and my parents and relatives. I got suspicious of him and gave him phony names. He said he would like to write me in Detroit, so I gave him a phony address.

I was still suspicious of him. Up to that time he didn't know

anything about me except that I lived in Detroit.

I made a \$75 draw in Miami and wanted to send \$50 home to my folks. I went into a Western Union office and he waited outside for me. Well, as you know, I had to give my mother's address and name and telephone number.

### DOUBLE CROSS

Later I told him that I had to get some radio tubes, so I had to go back to the ship and get them. He said he would wait for me in some coffee shop and we would go swimming afterwards. I felt that he wouldn't wait for me, and sure enough he wasn't there. Right away I wrote a letter to my mother explaining what had happened and not to pay any attention to letters or phone calls that come from anyone in Florida.

It got to Detroit too late, the damage had been done. The same day I was in Miami he had called home and talked to my father on the phone. He disguised his voice to sound like mine. He asked for \$20, telling my father that he'd missed the ship and needed money to get to Tampa.

He also sent three collect telegrams asking for the money. Naturally my father thought I needed the money and sent it along. He hadn't as yet received my letter of warning.

The way I figure it this character got the information from Western Union about my name, address and phone number.

I can describe him: He is about 24 years old, 5 feet 10 inches, blue eyes, blond hair and claims to know quite a bit about radio and television. He knows New Orleans pretty well.

This took place on March 26, and I want to warn all Seafarers to watch out for this character. He got about \$30 out of my folks, but he might get more out of the next fellow.

Harry D. French

## Check It — But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

## CHRISTMAS AT SEA



Steward A. Schiavone, right, submitted this picture of the Zebulon Pike's yuletide decor. Ship this week completed a round-the-world trip. Seafarer at left is Jerry Maher, AB.

# Minutes Of A&G Branch Meetings In Brief

**GALVESTON** — Chairman, Keith Alsop, 7311; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, R. Wilburn, 34379.

Minutes of meetings in other Branches read and accepted. Agent reported that shipping has been fair in past two weeks, but that a slight dip was expected in the coming week. Negotiations with the G&H Towing Company, he said, are proceeding favorably. The Union has already been successful in obtaining a change in some of the working rules, which was the principal demand made this year.



Motion carried to refer all written requests from members seeking to be excused from meeting to Dispatcher. Trial committee's report read and accepted. In view of fact that Teamsters are having some trouble with fink cabs in Texas City, membership was advised to refuse to patronize them. Motion carried that any man caught riding a fink cab in Texas City should be brought up on charges. Under Good and Welfare, every one

## SIU HALLS SIU, A&G District

- BALTIMORE.....14 North Gay St.  
William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St.  
E. B. Tilley, Agent Richmond 2-0140  
Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2 - 23rd St.  
Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St.  
Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St.  
E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St.  
Joe Algina, Agent HANOVER 2-2784
- NORFOLK.....127-129 Bank St.  
Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St.  
J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St.  
Franchy Michelet, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon  
L. Craddock, Agent San Juan 2-5996
- SAVANNAH.....2 Abercorn St.  
Jim Drawdy, Agent Phone 3-1728
- TACOMA.....1519 Pacific St.  
Broadway 0484
- TAMPA.....1809-1811 N. Franklin St.  
Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd.  
Terminal 4-2874
- HEADQUARTERS..51 Beaver St., N.Y.C.  
SECRETARY-TREASURER  
Paul Hall  
DIRECTOR OF ORGANIZATION  
Lindsey Williams  
ASST. SECRETARY-TREASURER  
Robert Matthews J. P. Shuler  
Joseph Volpian

## SUP

- HONOLULU.....16 Merchant St.  
Phone 5-8777
- PORTLAND.....111 W. Burnside St.  
Beacon 4336
- RICHMOND, Calif., .....257 5th St.  
Phone 2599
- SAN FRANCISCO.....59 Clay St.  
Douglas 2-8363
- SEATTLE.....86 Seneca St.  
Main 0290
- WILMINGTON.....440 Avalon Blvd.  
Terminal 4-3131

## Canadian District

- Headquarters..512 McGill St., Montreal
- MONTREAL.....1227 Philips Square  
Plateau 6700—Marquette 5909
- PORT ARTHUR.....63 Cumberland St.  
Phone North 1229
- PORT COLBORNE.....103 Durham St.  
Phone: 5591
- TORONTO.....111A Jarvis St.  
Elgin 5719
- VICTORIA, B.C. ....602 Boughton St.  
Empire 4531
- VANCOUVER.....565 Hamilton St.  
Pacific 7824

## A&G Shipping From March 23 To April 6

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	17	10	16	43	20	3	6	29
N-w York.....	108	92	103	303	138	119	94	351
Philadelphia.....	28	21	20	69	8	10	8	26
Baltimore.....	118	102	107	327	74	57	73	204
Norfolk.....	36	22	25	83	4	9	3	16
Savannah.....	22	14	21	57	10	6	14	30
Tampa.....	11	10	12	33	7	6	7	20
Mobile.....	42	36	42	120	44	35	32	111
New Orleans.....	102	59	111	272	77	71	132	280
Galveston.....	70	81	37	188	50	47	35	132
San Juan.....	49	48	50	147	16	10	14	40
West Coast.....	25	15	11	51	19	8	6	33
<b>GRAND TOTAL.....</b>	<b>638</b>	<b>480</b>	<b>555</b>	<b>1,693</b>	<b>467</b>	<b>381</b>	<b>424</b>	<b>1,272</b>

was urged to stay sober on the job at all times and perform his job in the prescribed manner. The Union will benefit considerably from such conduct, it was pointed out. Meeting adjourned at 7:55 P.M., with 112 members in attendance.

**BALTIMORE**—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Four men took the Oath of Obligation. Charges read. Previous Baltimore meeting's minutes read and accepted. Secre-



tary-Treasurer's financial report read and accepted. Minutes of other Branch meetings read and accepted. Reports of the following were accepted: Port Agent; Deck, Engine and Steward Patrolmen; Dispatcher, and Hospital Committee. Motion carried to table proposal calling for posting of registration shipping list. Under Good and Welfare several members took deck to discuss Union-won conditions. They urged wider acceptance of jobs on Ore ships. Meeting adjourned at 8:15 P.M., with 225 members present.

**PHILADELPHIA** — Chairman, D. C. Hall, 43372; Recording Secretary, W. Gardner, 42941; Reading Clerk, Larry White, 2716.

Minutes of previous meetings on other Branches read and accepted. Port Agent stated that job of getting new quarters in shape would be completed by Tuesday or Wednesday. Painting of the two floors is being done by a contractor, who is doing a fine job of it, Agent reported. Second floor will house offices and Dispatcher's room. Recreation room will cover entire third floor. Communications read and acted upon. Motion carried to donate \$10 to aid crippled children. Secretary-Treasurer's financial report read and accepted. Building Committee's report accepted. Motion carried to refer excuses for not attending meeting to Dispatcher.

**TAMPA** — Chairman, R. H. Hall, 26060; Reading Clerk, S. Kasmirsky, 23589; Recording Secretary, N. Ellis, 16.

No minutes of previous meeting. New Business only of other

ports read and accepted. Communication referred to Dispatcher. Voted to allow one Brother to shift from Stewards Department to Deck. Secretary-Treasurer's report read and accepted. Patrolman-Dispatcher reported on shipping rate. Under Good and Welfare there was extensive discussion on the transportation clause and the importance of voting on the transportation issue. Minute of silence for departed Brothers. Meeting adjourned with 63 present.

**SAVANNAH** — Chairman, W. V. Glick, 48741; Reading Clerk, M. C. Wells, 100893; Recording Secretary, J. Drawdy, 28523.

Previous Savannah minutes read and accepted. Accepted Secretary-Treasurer's financial reports and voted to post them on board. Headquarters report read and accepted. Agent reported shipping fairly slow, but said that there might be an upturn as three ships were due to pay-off. Agent's report accepted. Minutes of other Branches were read and all were accepted. One minute of silence for departed Brothers. Two men were Obligated. Adjourned at 7:35 with 121 present.

**BOSTON**—Chairman, T. Fleming, 30821; Recording Secretary, J. Sweeney, 1530; Reading Clerk, E. B. Tilley, 75.

New Business of all Branch minutes were read and accepted. Headquarters and Secretary-Treasurer's reports were read and accepted. Agent made verbal report which was accepted, as



were the reports of the Patrolman and the Dispatcher. M. Buckley, V. Carlson and G. Russell were elected from the floor to serve as a Ballotting Committee. The committee later reported, and their report was approved. Minute of silence for departed Brothers. Extensive discussion under Good and Welfare. Meeting adjourned with 85 present.

**NEW ORLEANS**—Chairman, Jack Parker, 27693; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

The following were accepted as read: New Orleans financial report, Secretary-Treasurer's report, and minutes of other Branch meetings. Agent reported on high spots of SIU's fourth biennial convention. He also reported on the status of shipping in this port. The Agent in-

formed membership of a dispute in which the AFL Meat Cutters Union is involved and he urged all hands to help these people out in any way they can, particularly by volunteering for picket duty. The Meat Cutter's international office has already expressed appreciation for the aid given by Seafarers so far. Three men took the Oath of Obligation. One minute of silence in mem-



ory of departed Brothers. Meeting adjourned at 8:10 PM, with 253 members present.

**MOBILE** — Chairman, L. Neira; Recording Secretary, H. Fischer, 59; Reading Clerk, James Carroll, 14.

Minutes of meeting in other Branches accepted as read. Motion carried to accept Agent's report. Communications read and acted upon. Trial committee reported. Secretary-Treasurer's reports were approved after they were read to the membership. Meeting voted to adjourn at 8:10 with 250 members in attendance.

**NORFOLK** — Chairman, J. S. White, 56; Recording Secretary, Ben Rees, 95; Reading Clerk, J. A. Bullock, 4747.

Norfolk minutes heard and approved. New Business only of

other Branch minutes read and approved. Agent, Patrolman and Dispatcher reported on state of shipping, which continues to be poor. One ship paid off, men supplied to three ships in all, officials reported. Under Good and Welfare there was a 30-minute discussion of Union affairs. Adjourned with 160 present.

**SAN JUAN**—Chairman, T. E. Banning, 3038; Reading Clerk, J. Lincoln, 35046; Recording Secretary, G. Litchfield, 44794.

New Business from minutes of other Branches read and approved. Agent made verbal re-



port which was accepted. Agent thanked members for cooperation, and complimented the crew of the SS Frances for bringing in a clean ship with no beefs of any kind. He said that only major beef was on a Waterman ship, which was to be settled in New York. Shipping reported to be very good. Also pointed out that Hall had been painted. Minute of silence for departed Brothers. Possible ways to improve the San Juan Hall were discussed under Good and Welfare. Adjourned with 86 members present.

**NEW YORK** — Chairman, A. Michelet, 21184; Recording Secretary F. Stewart, 4035; Reading Clerk, R. Matthews, 154.

Motion carried to accept report of delegation to SIU's fourth biennial convention. Agent reported improved shipping and expressed hope that it would continue. He cited the Robin Trent as the port's "ship of the week," which came in with a tip-top crew. Secretary-Treasurer's and Headquarters reports read and accepted. Minutes of previous meetings in other ports read and accepted. Patrolmen's and Dispatcher's reports accepted. One minute of silence in memory of departed Brothers. Charges read. Oath of Obligation administered to two members. Meeting adjourned at 7:45 PM, with 917 members present.

## Get To Branch Meetings On Time

By PAUL GONSORCHIK

As often as it has been stressed, it is necessary to point out again to the membership the importance of arriving at membership meetings on time. Regular meetings are held in New York every other Wednesday at the Roosevelt Auditorium, 100 East 17th Street at 7 P.M.

In order to get under way and dispose of the multitude of business which needs membership attention, a rule has been adopted whereby registration cards will not be stamped after 7:30. Members who arrive after that hour will be out of luck.

At every meeting several late-comers ask the Dispatcher to stamp their cards, but the only course available to these Brothers is to show up at the Hall the next morning for a new shipping card.

With meetings coming only every two weeks, it is not asking too much that the men be

on time. Ninety-nine percent of the membership gets there on the hour, and those who arrive late should be penalized for inconveniencing the others.

To be on the safe side start early and get there a few minutes ahead of time, instead of showing up just before the meeting adjourns. A sad story of a subway breakdown or a flat tire won't do you much good.

While on the subject of cooperation with the Union, all Brothers are urged to lend a hand when asked to volunteer for a Union project or beef.

These matters that come before the membership require the full participation of the members on the beach. If the Union is to continue to be successful in its battles for better conditions and job security, every member must do his part.

The job cannot be thrown on the backs of a few Brothers.

# CTMA Attempt To Halt Count Of CS Ballots Thrown Out Of Court

**NEW YORK, April 22—As the LOG went to press, word was received that counting of the ballots cast in the Cities Service collective bargaining election will begin at 1 P.M. today in the NLRB's regional office here.**

A temporary injunction against New York NLRB Director Charles T. Douds, halting the counting of ballots in the Cities Service election, was set aside this week by Federal Judge Simon Rifkin and the way cleared for immediate tallying of the votes cast by crewmembers of nine Cities Service ships. Counting of the ballots is expected to begin shortly.

The injunction—one more in a long series of delaying actions against the SIU—was granted by Federal Judge Samuel Kaufman on April 15, upon the petition of 12 Cities Service Tankermen's Association members, who claimed they had received no notice of the election and that balloting had been improperly conducted. The CTMA men, in addition to the injunction, also asked the court to throw out the entire election.

In dismissing the writ Judge Rifkin stated that Federal District courts had no jurisdiction in such matters and the complaints of the men should properly be addressed to the NLRB.

## SUPPORTS DECISIONS

The decision was in line with the position taken by Federal Judge John W. Clancy in dismissing an injunction granted to the Cities Service Company in February.

Judge Clancy stated at that time that the counting of the ballots involved no damage to the company and that they should rely on NLRB machinery for presentation of grievances.

The twist employed in gaining the injunction dismissed this week was to make it appear that CS employees and not the company were taking action against the NLRB. Judge Rifkin, however, ruled that regardless who was bringing the action about the Federal District court had no jurisdiction in the matter.

The list of twelve men who brought about the temporary injunction was headed by David Furman, exposed in the SEAFARERS LOG as a Cities Service front man and principal organizer for CTMA.

## PAST MANEUVERS

After exhausting its string of delaying tactics before the NLRB without success, Cities Service took resort to the courts on February 22, where it obtained an injunction which halted the voting and called for impounding of the ballots. The ban on voting was lifted a few days later and the ballots were freed from impounding on March 7 by Judge Clancy's order.

Outside of the courts the company resorted to harrasing tactics during the conduct of the election.

Attempts by the NLRB to poll

the crews aboard the ships—a customary procedure—were denied by the company, making necessary the voting of all crews outside the pier gates.

The first ship to be balloted was the Fort Hoskins, tied up at Port Socony, Staten Island, New York. Men seeking to vote had to leave the confines of the dock and cast their ballots in the pouring rain.

On the Winter Hill, Bents Fort, Royal Oak, Bradford Island, and Archers Hope the crews were forced to leave their ships to vote.

## Stay Aboard Ship

All pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. The counting of the Cities Service seamen's ballots, soon to take place, is a step nearer the day when Cities Service seamen can throw off the yoke of company domination.

Stay on the ships until the fight is won.



# Alcoholics Are Found In All Groups

By JOSEPH I. FLYNN

Any discussion as to whether seamen are the worst drinkers, would lead us nowhere and, to save time and come right to the point, the answer is no.

This dubious honor has been claimed by lumberjacks, painters, railroad workers, newspapermen, oil workers, engineers (The Rambling Wreck from Georgia Tech), and naturally, seamen.

And, believe it or not, a barber told me that there are more drunks in his profession than any other.

The reasons, in all probability, that a particular group claims such a negative honor—and it's usually claimed by the alcoholic of the group—are first, as a compensation. If we can't do like the rest, it's because we're different and here you will get the various reasons.

With painters, it would be that the lead in the paint effects their lungs and whiskey helps avoid these effects.

With newspapermen, the hours they keep and pressure they're under keeps them tense. With the lumberjack and the seamen, it could be they're making up for lost time, once back in a social stratum.

So with all groups, reasons can always be found by the individuals of said groups. It's a matter of blaming the group as a whole for the behavior of the person concerned.

Secondly, drinking customs are over-glamorized—many associate drinking with good fellowship, sportsmanship, freedom, maturity, and goodwill.

Thirdly, is the idea that a strong man—a he-man, a real guy—drinks and holds his liquor, and that a person's virility is the measure of the quantity he can take.

Although such generalizations give us food for thought, they are wrong, and serve as excuses for the problem drinker to continue his down-hill path.

The first is a compensation for an inferiority, a weakness and, as mentioned, it's the alcoholic who is blaming the group for his predicament in society and trying to gain support for his inability to control his drinking.

The second is a misunderstanding of the drinking customs passed down to us. For, although they can be traced back and are based on such ideas as those mentioned, these customs were always controlled by tribal taboos which set aside certain times and occasions for drinking.

Today there are no restraining taboos. Each individual is free to choose his own rules, and the alcoholic generally takes advantage of the ones that best serve his own convenience and ego.

The third, the amount an individual can drink has nothing to do with his manhood or strength. The alcoholic in his early stages is usually the one who drinks others under the table, for his experience and practice have built up a tolerance to large quantities. While the infrequent drinker, having no such tolerance, soon feels the effects that alcohol has on his system.

If we have now decided that

no one occupation has a monopoly on drinking, the question of nationality may come up. The Irish are noted for their wild drinking. It's forbidden by law to sell liquor to the American Indians, while among the Jews we find a very low percentage of alcoholism.

There has been found no difference in the physical make-up of any nationality or race, so it's not that one has a weaker physical resistance to alcohol than another. But, in studying the social and cultural patterns of various groups, some helpful information was gathered.

With the Irish, drink played a very important part in all their social relationships. Also it was found that horseplay and fighting was an accepted part of these customs.

Here drink acted as an outlet for the pent-up emotions of an imaginative and sensitive people, whose lives were restricted by religious views and repressed by England.

The Irish, like most other immigrants, on first coming to this country stuck close together and kept their customs. The second and third generation, although not keeping the customs, still have the attributes. It's believed by many that there is something queer about the Irishman who does not drink.

The studies made of the American Indian found that certain tribal laws restricted the drinking of spirits—probably fermented fruits or vegetables, discovered by them to release a spirit within them and free them for a time from fear.

It was further found that, in the Indian culture, the tribes had many taboos pointed at restriction of hostility to set times. In the wars between tribes, the capturing of enemy tribesmen was a time when the tribe as a whole took part in ceremonies of torture venting pent-up hostility on their unfortunate victims.

These occasions were controlled affairs, involving many taboos and customs. Alcohol effects the control centers of the brain and here we see the Indian, with no restrictions on his behavior, letting himself go, reverting to venting his emotions and hostilities on those about him.

The Jewish people have very strong religious customs in which drink plays an important part. The attachment the Jew has to his religious ideals holds him back from abusing the privilege on other occasions.

The Jewish people, as a group, have always been strongly censored and any abnormal behavior would make the precarious position they hold that much more misunderstood.

It can be agreed that environmental factors play an important part in the making of an alcoholic, but to continue to presume that environment or nationality or any other one factor is the determining one, is false.

Alcoholics can be found among all groups—rich, poor, plumbers, priests, lawyers, salesmen and seamen.

Alcoholism is a sickness and as such is not a respecter of class, color, creed or race.