

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., THURSDAY, JULY 3, 1941

446

No. 13

## NESSCO COMES ACROSS WITH \$10 RAISE

*Regarding the Bonus Beef with the Robin Line*

### An Open Letter to the Shipping Editor of the Journal of Commerce

2 Stone Street, New York City  
June 30, 1941

Mr. Clinton L. Doggett,  
Shipping Editor,  
The Journal of Commerce  
63 Park Row  
New York City

Dear Sir:

In today's "Journal of Commerce" you comment on the current dispute between the Seafarers' International Union of North America and the Robin Line, regarding the war bonus to be paid unlicensed seamen. This comment, carried in your column "The Shipping Outlook," is as full of incorrect statements as it is of shipowner-inspired bile against the men who sail the ships.

Permit me, first of all, to call your attention to what might be mildly put as your inaccuracies.

1. The increase in the rate of bonus pay from \$30 per month up came on March 21 of this year. It was an increase to \$50, not to \$60. It was obtained by the Seafarers' International Union, through the action of the unlicensed men on the Robin vessels Robin Locksley, Seattle Spirit and Robin Hood—the Engineers only followed suit. Your statements in this respect simply show an utter lack of familiarity with the facts in this situation.

2. The increase to \$60 per month war bonus came only at the end of May, when the President announced that the Red Sea had been reopened to American shipping.

This increase applied to all unlicensed seamen on all ships making that run.

Your memory must be extremely short in this respect, for you commented very favorably on this increase in bonus pay—when it applied to the National Maritime Union. You called it "Just Deserts" in a headline under your signature. "Just Deserts," because the NMU's Communist Party-controlled leaders had just then done everything in their power to break the Engineers' strike on the American Export Line.

3. You are presumptuous enough to say that, after the Robin Moor affair, "the local boss (sic) of the Seafarers' International Union instructed his men not to sign on the Greylock, the Moor's sister ship, a week ago Friday. Further, that "he presented the Line with a demand for an additional \$250 per month, plus \$50 for each port, etc."

You do not mention names here, for that would be leaving yourself open to legal correction. You merely insinuate, under-handedly, that the SIU is run by some "boss."

Well, let us enlighten you. The Seafarers' International Union is not run by any "bosses"—neither bosses getting their instructions from Moscow like those in the NMU whom you so much admire, nor any other "bosses."

This Union is a democratically controlled organization where the membership is its own boss.

It was the SIU membership, at meetings up and down the coast, which voted to present the Robin Line with a demand for an additional \$250 per month as well as the other demands.

(Continued on Page 2)

### Long Over-Due Pay Boost Comes As New Strike Action Looms

New England Steamship Company, operating four boats between New Bedford and Nantucket Island, this week granted the unlicensed personnel of their crews a \$10.00 monthly increase in pay, in an agreement signed with the Seafarers' International Union of North America.

The N.E.S.S. Co. ships were tied up in a four-day strike last year for a pay raise and a ten-cent boost in overtime. A barrage of Government pressure forced the Union to agree to arbitration, which resulted in a concession on overtime—to 80 cents an hour.

This year, the long-overdue adjustment in basic wages was finally reached after a short walk-off on three of the four Company ships, just as the season was getting under way.

This served to tip off the shipowners that the men would not tolerate a repetition of last year's raw deal. Sure enough, the Company immediately requested an appointment for negotiations.

Brother John Hawk, Secretary-Treasurer, and two members of the NESSCO crews, represented the Union in the negotiations which led to a settlement within a few hours of discussion.

### First Robin Moor Survivors Return with Tale of Trip

The first of the Robin Moor crew that survived its torpedoing in South Atlantic waters arrived here last week from Pernambuco, Brazil. William Carey, Bosun, related a story of the adventure and rescue which is, indeed, a tribute to the seamanship of the SIU men who manned the lifeboats. Others of the crew supplied substantially the same information.

The men had been given only twenty minutes by the submarine commander to take to the boats. In very short order, the four lifeboats were afloat and from a distance of about a mile witnessed the sinking of their vessel. The submarine, after finishing its job, circled the boats to supply them with the magnanimous gift of a can of "sawdust bread" each. After that they were completely on their own.

The gear in the lifeboats, it was reported, was for the most part useless. Only the experience, skill and pluck of the seamen aboard them made possible the transformation of canvass covers into sails, the improvisation of sea-anchors after the original sea-anchors were carried away, etc. The axes had to be used on pretty near all the gear to make it sea-worthy.

Even matches, placed in fruit  
(Continued on Page 2)

### Shipowners Ask "Protection" for Patriotic Acts

WASHINGTON, D. C. — Shipowners last week asked for provisions which would give them "just compensation" for the use of their vessels for various Government purposes in connection with the National Emergency. The demands were voiced at hearings on the Bland Ship Warrants Bill, which is up for action in Congress.

The Maritime Commission's attorney at the hearings, a Mr. (Continued on Page 2)

### Eight Companies Agree to Forego Huge Subsidies

Eight shipowners, engaged in foreign trade under operating-differential agreements with the Maritime Commission, have volunteered to take a cut in their subsidy rates to "a comparatively nominal figure," the Commission announced in Washington last week.

Business is so good now, it appears, that the competitive conditions on foreign flag ships (which brought about the subsidies in the first place) have become virtually insignificant. The amount of the subsidy used to be \$12,500,000 annually for the eight companies.

Among these are a number which are at present engaged in negotiations over a war bonus with the Seafarers' International Union. If they can afford to kick a twelve-and-a-half million buck subsidy overboard, it would seem that they can quite easily come across with a substantial increase in bonus pay for the seamen who sweat for the profits that enable them to wax so rich.

### Seamen 21 Years of Age Must Register

All seamen reaching the age of twenty-one (21) between October, 1940, and July 1, 1941, must register at a Selective Service board immediately upon reaching a United States port.

### Would-Be Flomar Crew Spared Fate Wors'n Death

For the past ten days, the Calmar Line's S.S. Flomar has been tied up in New York. Reason: crew won't sign on until they get a higher war bonus for the foreign runs. Besides, a Union contract with that line is long overdue—the SIU won an NLRB election on these ships many, many months ago.

For a few days, the Company rumored hot and heavy that the Navy was taking over the ship. Nothing but idle rumor!

Then word came that they decided to put her in drydock. They dispensed with the crew and cut off steam. It looked like something fishy, but since they went through the motions, there was nothing to do but wait and see.

Next morning word is received that she is lying in the stream!

A prompt investigation revealed that during the night the Company had combed the Brooklyn waterfront for a motley collection of stiffs addicted to the "weed," a couple of gas-hounds and otherwise prize specimens of the profession. After the round-up, all these recruits were not, of course, given even the merest tip-off that there was some kind of a beef on the Flomar. That would (Continued on Page 2)

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

*Affiliated with the American Federation of Labor*

HARRY LUNDEBERG, Acting International President  
 110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

**"THE SEAFARERS' LOG"**

P. O. Box 25, Station P, New York, N. Y.  
 Phone: Bowling Green 9-3437

# OPEN LETTER

(Continued from Page 1)

It is the membership which elected a Negotiating Committee from its own ranks to meet the Company and discuss these demands.

4. You admit that the present bonus rates were established in an "orderly manner through negotiation, and both sides were satisfied." And then you lament that if the demands are "even partially" met, "the whole bonus question would be reopened."

But the previous bonus agreements — with which both sides were satisfied, remember—provide specifically for the reopening of the agreement in the event of just such an incident as that of the Robin Moor!

Let me quote to you from the SIU agreement with the Robin Line:

*"It is further agreed that this bonus agreement may be reopened for the following reasons:*

*"The committing of an overt act, or the declaration of intent to commit an overt act, on any American ship, regardless where it may be, due to bombing, sinking, mining or the firing of guns thereon or thereat..."*

The signature of a responsible Robin Line executive as well as that of a U. S. Conciliator is attached to this agreement, Mr. Doggett!

Now, instead of holding up the sanctity of agreements—which you never fail to do, when there can even be the slightest question of Union men possibly infringing on it—you applaud the Robin Line's outright flaunting of this agreement! Moreover, you call for a "strong tonic" against the Union.

What kind of a tonic? You slyly suggest: "The Government has been doing a little cracking down on strikes in defense industries."

Do you expect the Government to send in the Marines in order to help break a contractual obligation undertaken by the Robin Line? Even a "patriot" like yourself should know the limitations of "patriotism" better than this!

5. You say that the "usual machinery of negotiation in labor disputes has been unable to cope with the situation." And you imply that the Union is at fault here. But, what are the facts?

The agreement with the Robin Line provides, subject to the above stipulations: "that this bonus in part or whole may be reopened to negotiation upon written notice to the Company from the Union and said negotiations shall commence forty-eight hours after receiving such written notice, Sundays and holidays excluded, and both the Company and the Union shall reach a decision within five days after negotiations have commenced."

The Union has lived up to its contractual obligations to the letter. It has given due notice. It has made known its decision on demands.

The Company has not even seen fit to present counter-proposals. It has not complied with its obligations under the agreement. Responsibility for the lack of orderly negotiations rests entirely with the Robin Line.

Instead of calling for the Marines, Mr. Doggett, an impartial newspaper would present the facts as they are, and call for those delinquent in their contractual obligations to live up to them. But that would probably be much too strong a tonic for your advertisers in the Robin Line. They pay their money and they call your tune!

The fact is that dangers for seamen on the African run have increased greatly.

The fact is that the Robin Moor incident has emphasized this danger beyond any question.

If the crew on the Robin Moor had the good fortune to escape this danger with their lives, this is hardly a reason

**More About**

## First Robin Moor Survivors Return

(Continued from Page 1)

jars, were wet and had to be thrown overboard.

Remarkable discipline was shown by the crew all the way through. After a few days, it was decided that spreading out would be the best possible means of achieving a rescue. Three boats were then picked up by a British ship going to Capetown, on the 13th day out. The fourth boat was picked up on the 18th day out, by the Brazilian steamer Ozorio.

The Ozorio brought the men to Pernambuco, after treating each and every man with all the attention they could have wanted after their long travail. In Pernambuco, the U. S. Consul took charge, restricting the freedom of the men for state reasons and arranging for their return to the States. The return was effected on the steamer Delargentina of the Delta Line.

Since the Delargentina's passenger capacity was pretty well taken up, the Robin Moor survivors were put up on cots in the ship's hospital; permission was refused to use the promenade deck as well as the bar. The men had to make their own bunks and tidy up their own quarters.

Since the articles under which they sailed stipulated that they were to be given nothing less than second-class transportation back to the port of signing, the men feel that they have a just beef with the Company to recover transportation money which was not expended when they were forced to make the best of the Delargentina's poor accommodations.

All the men naturally expressed themselves as one hundred per cent behind the Union's move for a higher bonus and increased war risk insurance on the African run. Increases are indispensable, they said, under such conditions.

And they ought to know!

**More About**

## Shipowners Ask Protection

(Continued from Page 1)

Ney Evans, suggested that provisions for "fair and reasonable" compensation could be included in the bill. But the shipowners would not compromise and kept on insisting on "just compensation."

Apparently, the shipowners are more than willing to be patriotic—provided that the expense is borne by the seamen. And, provided that not a cent of their profits is touched in the course of their patriotic enthusiasm.

"Just compensation"—that's what they will take. "Patriotism"—that's what they will give. What's in a word?

why other seamen plying the same run should forfeit self-protection for the future.

The fact is that the Union is living up to the letter of its agreements.

The fact is that the Seafarers' International Union is completely within its rights in making demands for an upward revision of the war bonus agreements.

It is up to the shipowners to make their proposals.

As for the seamen, they do not intend to be intimidated out of their justified demands by anyone.

Very truly yours,  
**John Hawk, Secretary-Treasurer,**  
*Atlantic & Gulf District, S.I.U.*

# Draft Information

Beginning with July 1, 1941, Selective Service Headquarters announced this week, all men registered for the Draft who are over 28 years of age on that date are automatically deferred from Army service.

This announcement came in the form of an order issued by Brigadier General Lewis B. Hershey, acting chief of the Selective Service system. The acting chief declared that he was acting upon request of Congressional leaders who have a bill incorporating this procedure up for action. The order is limited to 30 days on the expectation that within that time limit, the Bill will become law.

The deferment of men over 28 holds good only for peace-time. Should the United States enter the war, all men registered would immediately become subject to induction.

\* \* \*

Local Draft Boards have received instructions to defer all married men on the grounds of dependency. Such men are placed in Class III-A.

\* \* \*

The fact that there is an acute shortage of seamen seems to have penetrated to Local Draft Boards in New York at least. Letters from the Union requesting deferment of qualified seamen receive prompt attention from the Boards.

A list of Local Draft Boards is available at the New York office of the Union, so that seamen may know the exact place where they are to register in this city.

## Seafarers' Log Honor Roll

S.S. ALCOA TRADER .....	\$10.00
S.S. OAKMAR .....	6.60
C. Britt .....	4.00
S.S. EL VALLE .....	2.00
C. Malpass .....	3.00
Harris Rapport .....	3.00
G. Rier .....	1.00
S.S. DELFINA .....	8.00
W. Andel .....	1.00
S.S. ALCOA MASTER .....	4.65
J. McAndrews .....	1.00
R. Milan .....	1.00
N. Cadenhead .....	1.00
S.S. ALCOA TRANSPORT .....	1.50
S.S. ALCOA CARRIER .....	2.75
E. Collins .....	.50
Total .....	\$51.00

**MORE ABOUT**

## Union Saves Would-Be Flomar Crew from Fate Wors'n Death

(Continued from Page 1)

have stopped even these characters from being duped for this flinking game. No, they were just handed jobs on a silver platter—because Calmar loved them.

Immediately, the remote control apparatus of the SIU went into action, invisible ray and all. Lo and behold, pretty soon all the backwash from the Brooklyn waterfront had their sea-bags packed on the deck of the Flomar, ready to debark. If they thought they could have swum the distance they would have. But they couldn't and the Company would not concede to call a launch for their erstwhile guests.

The upshot was that the Union had to get hold of a launch somewhere and help unload the Flomar of her would-be flink crew.

The men, cursing the Company bitterly for deceiving them and vowing that they would seek amends, boarded the Union launch and left the Flomar to turn on its anchor.

It cost the Company about a Grand to round up the "ghost crew." It cost the Union about a Sawbuck to disperse it.

The Company later contacted the Union, and they have been furnished a donkey crew pending negotiations with the Union.

Moral of the story is: It doesn't pay to buck the just demands of the SIU!

**NOTICE TO ALL SIU MEN**

*Canadian Branches of the Seafarers' International Union*

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

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

**BRITISH COLUMBIA SEAMEN'S UNION**  
 340-B Cambie Street  
 Vancouver, B.C.

What's Doing—

# Around The Ports

## NORFOLK

June 27, 1941

Editor Seafarers Log:  
Dear Sir & Brother:

Shipping continues good with a shortage of A.B.'s and Oilers; rated men in the black gang are hard to find.

We had an Isthmian ship in last week and they had to get most of the men some place else. As fast as they were dispatched from the hall they went out and got drunk. Out of five A.B.'s there, two made it. If we intend to organize these ships the membership will have to get in there and pitch with us.

Have got the tow boats 80% better living conditions since our arrival, but it seems as though there are a few super-militants around who think they can do better than the Agent and Patrolman are doing. But what gets me is that these "SUPER-SUPERS" have been sleeping on donkey breakfast, no showers and no fans for years but it seems as though they get a kick out of quitting at the last minute to get another night in and then, when there is a legitimate beef, they sail right out from under us.

The Alcoa ships have been sailing out of here short-handed every trip for the want of A.B.'s and Oilers.

The hall will be moved around the first of July. Up two flights. Maybe the rummies will be too tired to make it then, so when the men who are ready to go to work come up to ship, they won't be bothered with a bunch of so-called militants who get that way only when they have got John Barleycorn for a running mate.

It seems as though there are a few Brothers around here who are under the impression when they are brought up on charges the monies that they have put in the Union will be refunded. Yes, we have some of those so-called good Union men around here too.

Fraternally yours,  
Bud Ray, Patrolman

## SAVANNAH

June 21, 1941.

Editor, Seafarers' Log:  
Dear Sir and Brother:

Activities in Savannah still rushing. The S.S. Willmote was here the other day and I had to get 3 AB's from Jacksonville, Fla.

The S.S. City of Chattanooga came in 3 AB's short and we were lucky enough to supply her

## NOTICE

A new office of the SIU has been opened by the Union at Martinez, California. SIU men in that port can get in touch with Fern Robbins, Seafarers' Representative, or Bennie Barrena, Tanker organizer, at the address below:

Seafarers' International Union  
604 Ferry Street — Room 5  
Martinez, Calif.

Copies of the Seafarers Log can be obtained at the above address.

with necessary AB's. The S.S. Josephine Lawrence called up the other day from Georgetown, S.C., but I was not able to find any AB's for her, so she had to sail short-handed back to Hoboken.

The S.S. Marjory, the flag ship of the Bull Steamship Company, is right now calling from Wilmington, N. C., for an AB and I am hoping I will be able to furnish them one before she sails from there. Also had the S.S. City of Birmingham to sail one oiler short.

So in case any of the South Atlantic sailors come home for a vacation, don't forget to drop around to the hall; we might have just the job you have been waiting for.

Steady as she goes,

Charles Waid, Agent  
Savannah Branch

## TAMPA

June 19, 1941

Editor, Log,  
Brothers:

The board has been clean of jobs for the last three days. During the lull the guys have had a chance to drift down to the docks and get in some fishing with nothing more to do than listen to the breezes whisper and what whispers!

One floats in with a familiar and oft-smelled stench. The local commie stooge and brown-noser, Pete Sosa, NMU dispatcher when no bigger stooges are around, has been quietly and cunningly (he thinks) approaching the members of the laid-up Cuba, asking them to sign NMU pledge cards. This action along with other efforts, is a combined program of the commissars up in NMU Headquarters to scab the P&O out when we go up for our contract.

The boys, most of whom know Stooze Sosa by sight (he has a striking resemblance to a monkey with a fresh shave) give him the horse-laugh, because they are wise to him and the phoney tactics of the scab-herding committees who control the activities of the NMU.

Around a few of the Gulf ports some of the Bull Line skippers have been a little goat-headed about dividing absent members' wages among the rest of the crew in the deck department. Deck department crews also state they have trouble collecting same in Home Port Baltimore.

The agent around this village has been having trouble with drunks holding the ships up in the wee small hours of the morning. Henceforth, he orates, any man doing such a trick should not show surprise if he receives a special delivery note in the next port with the five day notice.

Can't blame a guy much for this as every time it is pulled, the shipowners howl bloody murder and pound hell out of the Union through the Maritime Commission every instant. If a guy wants to throw a whing-ding, let him pay off, throw it, and ship out. Shipping is plenty fast enough to do this and it doesn't lower the boom on our Organization. We have enough to fight now without our own members adding fuel to the fire.

Your for a stronger SIU.

King Fisher

## MOBILE

June 17, 1941.

Shipping is still booming around this part of the country. Last week the Plow City came in with the new agreement that was negotiated in Philadelphia with the Hedger S.S. Co., which gives the men time back for all watches stood on week ends at sea and holidays. The crew paid off and was well satisfied with the agreement. I mean, the company shifted her down to the dry-dock and proceeded to give her a general overhauling and cleaning-up, and God knows she needs it. Whenever you talk about rust-buckets, boys, she takes the velvet mop! She will be a little home for the boys when she comes out, though.

The Alcoa Master came in from the Bauxite Country after making a trip up to Canada. All overtime was satisfactorily adjusted and they donated \$4.65 to the Log. They received their transportation back to New York and were happy.

The greatest thing today that is confronting the Union is a few members of the crew getting slushed up on sailing time and going aboard and blowing their fog horns to let everybody know how militant they are. This brand is mostly ordinary seamen or messmen that have been going to sea a couple of dog watches. You know this brand of militant action keeps popping up in my mind every time I think about the days of 1921 to 1935. I just keep thinking what a collection of dividends will the Seamen collect for this when things get back to normal again? And to save my soul, I just can't conclude. Will some good Union man that really appreciates the Union, please answer this for me with his honest opinion?

Last week the Bayou Chico came in with 29 hours overtime from last trip sailing from Mobile. This beef had to be taken to a Port Committee, but they paid it. The money is in the safe here in the Hall for the eight men involved in it.

There is also \$4.46 in the safe here for A. H. PEREZ, Messman; R. SHEPPARD, Messman, and W. J. WARD, Chief Cook from the TOPA TOPA on the voyage ending May 11, 1941, to be divided among the three, for passengers.

There is also \$6.00 for SEABRIDGE, Messman from the Maiden Creek for feeding passengers, in the safe here.

They can all get this money any time they call or write for it.

We expect a busy week-end as we have about four ships due in the Alcoa Pathfinder and the Flour Spar, the Hastings and the Sun Dance are due in Pensacola this week, to be turned over to the ALCOA LINE.

Olden Banks, Agent

## BOSTON

June 30, 1941

Editor, Seafarers Log:

Business is going rather smoothly to date, with very little delay in getting replacements.

There are very few men on the shipping lists at this time, which makes it rather quiet around the Hall.

Nothing further of any interest to report.

Your Boston Reporter

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

### Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City  
P. O. Box 25, Station P Phone: BOWling Green 9-3437

### DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-3437
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SAN JUAN	8 Covadonga St.	San Juan 1885

## Philadelphia

# Facts and Features

Port Doings — Serious Consideration Shows Some Urgent Tasks for Union Men

June 23, 1941

Editor of the Seafarers' Log:

The old port seems to be slowing up a bit. First we lost the three Range line ships, the pride and joy of the Philadelphia Navy. Then four Calmar ships transferred to the Red Sea run. Then the Pan Atlantic SS Company has only one ship to call here a week instead of the two. What the hell is coming off? Shipowners, are you trying to close up this port? (We wonder!)

But seriously, Brothers, we wonder, how many of the old-timers stop for a moment to consider what is taking place. How many of us here were present during the last emergency? Surely some of us must have learned a few lessons from the old shipping board days. Surely, we must remember what caused the Shipping Board to come into existence. Let us ask a question: Are we heading in the same direction now as we did then ourselves. We wonder. Some members may ask what we can do to remedy any re-occurrence of what was in 1917-18-19—and for many years later. Well, it appears to a few sane-minded members that a more rigid control of ourselves is in order, namely: stop the drunks, stop raw out-and-out chiseling, stop trying to get something for nothing. Let's be men and get what is right.

Let us stop this petty beefing and chiseling, learn to respect the fellow that you have put into office, respect his decisions. Remember that in rendering a decision he is acting in the best interest of the majority and not for any individual to the detriment of the majority, and last but not least, don't wait till the ship is ready to sail before you want to hang the hook in order to settle a beef that could be settled long before sailing time, and forget about the GIN MILL at the last minute.

Jo-Jo, the dog-faced boy, commonly known as Hang-the-Hook Flanagan, departed for his long earned vacation. And, as usual the pink lemonade and the smell of Yiddish hot dogs and grimy mustard must have gotten the best of old Joe because he wound up in Coney Island as usual. We do hope he doesn't go overboard on the Finances as, if and when, by the locks of the boys on the

beach a tarpolan muster would be very slim at this time. So, easy Jo-Jo.

Isthmian lines—We seem to have quite a time with these wagons here in this port. When one of them comes in, they have it so well guarded that it is an impossibility to get aboard. So we generally have to set up shop on the front and contact the men when they come out. So far we are having very good luck.

We are going after the Southern S.S. Co.—(Penn. R.R.) We just contacted the San Antonio and picked up two NMU Pro-Books and had 7 other pledge cards signed, expect better luck next time.

Brother Buckman, the Admiral of the Cuban Distilling navy, was temporary Patrolman while the agent was on his vacation and he was supposed to pinch-hit for Flanagan also, but he met with an accident. The result was that his foot was crushed and he was unable to carry on. So we had to ask Brother Lester Van Horn to take over the duties of Patrolman until Flanagan returns.

Well, we guess that we have said enough for this time, but in closing let us remember that we are not the only Union man on the ship. There are quite a number of other fellows that are Union men also.

Fraternally,  
The Three Musketeers  
W.R.B., No. 1994  
J.F.F., No. 542  
H.J.C., No. 496

## NOTICE

Men on the beach at BEAUMONT, TEXAS, are advised to get in touch with W. H. Farley, Secretary of ILA Local No. 1610. Brother Farley is getting quite a number of calls for seamen and has agreed to ship SIU men to such jobs. Make sure to register with him if you are on the beach at Beaumont.

## RESOLUTION

(The following Resolution, proposing a re-vote on the \$5 Strike Assessment was passed unanimously at the New York Branch of the S.I.U. on Monday, June 23, 1941).

WHEREAS, it is the opinion of many members and officials of this Union that our Strike Fund is at present too insignificant to serve as a substantial reserve fund in case of emergency, and

WHEREAS, we all know that the shipowners are constantly building up their financial reserves in preparation of schemes to take back gains made by the Union in recent years and to deprive us of the weapon of organized strength which alone made possible these gains, and

WHEREAS, experience has shown us that in 1921, when the shipowners went to bat to take away improved conditions won by the seamen during the last war, it was lack of adequate Strike Funds that finally licked the Unions in that struggle, and

WHEREAS, we are resolved not to allow a repetition of that disastrous experience of 1921 to take place and to throw us back once more into sea slavery, and

WHEREAS, we as members of this Union, the Seafarers' International Union of North America, owe a definite responsibility to the organization to help build it strong and make it mighty and impregnable against any and all attacks, and

WHEREAS, it can't be denied that each and every one of us is today, thanks to the Union, in a position to pay at least the small sum of Five Dollars (\$5.00) in the interests of ourselves and our organization, Now Therefore Be IT

RESOLVED, that the question of a Five Dollar (\$5.00) Strike Assessment be re-submitted to the membership, and be it further

RESOLVED, that the period of voting shall be six weeks, and be it finally

RESOLVED, that each member understanding the score give vigorous support to this resolution on all vessels and in all ports.

(Signed) Howard Guinier, No. 478; Earl K. Riley, No. 537; Douglas Muncaster, No. 397; Clarence E. Norman, No. 987; C. E. Martinez, No. 2676; Charles Moulaison, No. 1228; F. L. Hart, No. 488; W. Carlin, No. 4981; W. Paul Gonsorchik, No. 749; Arthur Thompson, No. 2888; F. E. Hathaway, No. 86.

### Gift-Horse for Labor

## Patronizing Advice From the Employers

Among the choicer pieces of fatherly advice given to labor recently, is this bit of counsel from the ever so solicitous *Journal of Commerce*:

The labor movement must tighten its internal organization. . . . National leaders of both the A.F. of L. and the C.I.O. have but limited authority over the constituent and international unions. . . . They cannot hope to do this unless the national leadership can be made truly effective, if necessary, through changes in the structure and organization of these labor bodies."

It seems that the *Journal* is disturbed about jurisdictional disputes, etc. So, it offers this simple formula: Labor must "tighten" its organization. How? Well, since the "National Leaders" have "but limited authority," why—give them unlimited authority!

In other words, the employers who run the *Journal* are all in favor of a dictatorship over labor—provided it does not interfere too much with them. These people are the same birds who hollered "dictatorship" every time the Roosevelt Administration passed one of its mild laws to prevent them from skinning the people outright! Apparently what's sauce for the goose is not sauce for the gander.

What they actually mean is that they would like to see "Boss-

ism" established in the labor unions, autonomy abolished and trade union democracy ground under foot.

Well, it's our guess that the American working stiff won't go for that. He won't stand it from any Hitler. And he won't stand it from the native variety of would-be Hitlers.

### Asks Brothers To Visit SIU Man

Shipmates:

When you are in Boston, please go to the Carney Hospital and see Francisco Almodoval from Guanica, P.R. He got hurt on the S.S. Delfina. Just a few minutes will make him happy.

His son,  
Teofolo Almodoval,  
SIU No. 6346

### JOE GRANDE, No. 1640

Get in touch with HUGH BROWN, Jr., G. 131, who would like to recover some gear which you are reported to be keeping for him. He may be reached on the S.S. Alcoa Mariner—c.o. Geo. Huggins & Co., Port of Spain, Trinidad, B.W.I., until June 12; c.o. Grace, Kennedy & Co., Kingston, Jamaica, B.W.I., until June 18 and c.o. Alcoa S. S. Co., 254 So. Broad St. Mobile, Ala., on and after June 24.

## Where Is That Wandering "Party Line" Tonight?

Under a heading, "Strike Drop Is Seen as War Hits Russia," the ever-vigilant (for the shipowners) *Journal of Commerce* comments as follows on June 23, 1941:

"It was assumed that the American Communists would swiftly change their program from one of attack upon to support of the defense program, possibly reviving, with some modification, the slogans of the 'Popular Front'. Such a change, it was thought, would be made with much greater speed than that of 1939 following the German-Russian pact, through new experience in changing policy plus the greater urgency of the present situation."

The *Journal* sounds as if it were welcoming back an old friend into the fold. And, to be sure, it has good cause. For, if the Communist Party's gents with the flexible spines do indeed flock back to the slogans of the "Popular Front," it will be a real bonanza for the shipowners. In fact, for all employers. The *Journal* apparently well remembers how the C.P. "Popular Front" line resulted in innumerable strike-breaking expeditions by Stalinite-controlled labor leaders of the Bridges-Curran type from 1935 to 1939. It also knows that under the cover of the "Popular Front," the greatest sell-out of all—the sell-out of the French sit-down strikes of June, 1936—was undertaken by the Stalinite agents in that country.

Could anything better be hoped for? Not by the shipowners and their ilk!

## 700,000 Jobless Americans Turned Adrift by Congress

With major attention of the public directed toward war developments or the great labor struggles, Congress and the Administration in Washington quietly put through legislation turning 700,000 jobless Americans adrift in stormy seas of present-day economy.

It was merely a bill to reduce by 44 per cent the W.P.A. payroll to take effect on July 1.

Another 1,250,000 Americans, who have not been given any relief assistance before, are additional victims of the latest economizing measures put through by Congress.

The motivating impulse of the solons seems to be summed up in the following: All funds for war, not a cent for relief—to reverse an old slogan under which the unemployed fought many a battle for sustenance.

While we are about to go out and fight for the "Four Freedoms," said to be basic for the progress of humanity, one of these most basic "Freedoms"—that called "Freedom from Want"—seems to be taking it on the chin, and not at the hands of Hitler at all, but of alleged democratic antagonists of the Nazi beast.

## SPECIAL NOTICE

Will a man named RECORD, who shipped out of Jacksonville about March 20, 1941 on a Bull Line ship as Oiler or Fireman, get in touch with the Jacksonville Agent at his earliest convenience. A matter of utmost Union importance is involved.

Fraternally,  
C. M. Rogers,  
Jacksonville Agent

MARSHALL MENZIE  
Write your wife, c/o Mrs. Perira, 1215 A Street, Hayward, California. Important.

JOSEPH F. WELSH  
Get in touch with your mother at 251 Seeman Ave., New York City, Apt. 4-E. Urgent.

## U.S. Official Scores Employers Holding Up Defense Work

With labor attacked on all sides as the culprit holding up "national defense", it is refreshing for a change, to hear a contrary opinion from Government sources lately.

Bosses who are growling loudest about strikes are themselves holding up national defense by backward labor policies, defense officials charged in Washington this week.

Dr. Will W. Alexander, assistant to the Associate Director of the Office of Production Management, declared such policies are endangering the preparedness program far more than strike stoppages, "which amount to but a fraction of 1 per cent of the man-days worked."

Among employer practices denounced by Dr. Alexander were the refusal to train local workers for skilled jobs; "pirating" of workers from other plants; banning of skilled Negroes and aliens from defense work; miserable working conditions which cause employees to migrate to jobs in other cities, and "hogging" of defense contracts by big business, to the exclusion of smaller employers.

These practices, he said, "create delays and disruptions in defense production."

Discrimination against Negroes and aliens has become a "damaging bottleneck," Dr. Alexander said. Barring of non-citizens has reached "alarming proportions" because of anti-alien hysteria, and thus has prevented use of workers having skills vital to defense, he pointed out.

## A Reminder on Dues Payment

All members of the Seafarers International Union of North America, Atlantic & Gulf District, are asked to cooperate with the Union patrolmen in paying their dues promptly. For the benefit of those members who may not be aware of the fact, we are hereby reprinting a resolution on this subject adopted by the New Orleans Branch on February 10, 1941, and later on concurred in by all the other Branches:

"Due to the financial condition of the Union all members while employed shall have their dues paid through the current month and shall not be registered on the shipping list if their dues are not paid through the current month."

## Profiteers Are Making A Joke of President's Promise on War Profits

(From *Labor*, Railroad Labor's Paper)

Speculators and profiteers are making a joke of President Roosevelt's promise that nobody will be permitted to get rich out of the defense emergency.

According to the Department of Labor, when the War Department went into the market for a large purchase of tomatoes, the price almost overnight went up 2½ per cent — not only on tomatoes, but on corn and other canned products.

Speculators, the department said, have played a big role in a spectacular jump in commodity prices, which rose sharply in the past three weeks.

Soaring retail food prices between mid-April and mid-May, the department disclosed, took another big bite out of the housewife's marketing dollar.

To this disagreeable fact was added the "bad news" that the advance in living costs, which has continued without interruption for six months, shows no signs of a letup.

Taken all together, food prices are now 5.3 per cent above the level of last May, but that figure does not begin to tell the real story. On the most essential articles of diet the jump has been much greater. Eggs and butter, for example, are about 20 per cent higher; potatoes, 24.1 per cent; pork chops, 15.2 per cent; oranges and sugar, nearly 10 per cent.

These are foods which, experts declare are the backbone of an adequate diet.

In a report covering wholesale prices, the department said that since mid-August 1939, there has been a rise in the general level of farm prices of 28 per cent; textiles, 23 per cent; hides and leather products, 15 per cent.

Higher wholesale prices, in the course of time, are reflected in higher retail prices, so the outlook for the consumer is anything but happy.

### HUGH MURPHY

Now at Staten Island Marine Hospital. Wants to get in touch with shipmates that were with him on the S.S. Ionian last year. Important.

### Do NOT Ship

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P-3067

Arthur C. Irving  
Certificate No. Z — 63959,  
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