

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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446

No. 7

EASTERN GRANTS \$10 PAY BOOST!

Savannah Line Signs for \$7.50 Monthly Raise

Ocean Steamship Company of Savannah (Savannah Line) joined the parade of coastwise operators this week, agreeing to a \$7.50 increase in monthly pay to its SIU crews.

Five companies had previously signed for the raise, and now with Eastern and Savannah falling into line, the \$15.00 rate above basic pay is expected to become the minimum on all SIU ships operating coastwise.

SIU Crew Sent to Coast to Sail New Alcoa Ship

A full engine and steward department complement of SIU men was sent by the Union overland to San Francisco to start the Alcoa Pioneer off on her maiden voyage to the Atlantic Coast. The new Alcoa ship was docked at the Union Iron Works in Hunter's Point after coming off the ways.

The men report that the Pioneer tops just about everything afloat in respect to comfortable crew's quarters and living conditions, what with plugs for electric razors, messrooms with four men to a table, automatic dishwashing machines, electric toasters, etc., etc.

The men's transportation—first class—from New York to San Francisco was paid by the company. Upon arriving in Frisco they were greeted by Blackie Prevost, Assistant Secretary of the SUP and a delegation of West Coast Sailors was on hand to show them around. With an SUP deck gang, the SIU crew immedi-

SIU Men Sent to Man Alcoa Pioneer



The above members of the Seafarers' International Union of North America were sent overland to man the Alcoa Pioneer, latest of the Aluminum Line ships, on her maiden voyage to the East Coast. The man second from the right is Blackie Prevost, SUP Assistant Secretary, who was on hand to greet them.

Montanan Suit Vs. SUP Fizzles

SAN FRANCISCO.—In the decision delivered in the American-Hawaiian Co.'s suit against the Sailors Union of the Pacific for the alleged tying up of the Montanan, Judge Roche has ruled that the Union was not liable for damages but would have to bear the costs of the suit.

ately boarded the Pioneer, which is now reported well on her way towards the canal.

Despite all kinds of threats emanating from the Communist Party waterfront section, there was no hitch in sailing the Pioneer with a full SIU-SUP crew. It was a real demonstration of East Coast-West Coast seamen's solidarity.

(Picture of SIU men sent to man the Pioneer is shown above.)

"Top Fraction" Never Misses Chance to Fink

True to themselves, the "Top Fraction" that controls the NMU never misses a chance to fink on the SIU. The latest opportunity for the Stalin boys to show their colors came this week. While the SIU was negotiating with the Alcoa Steamship Company regarding the war bonus question, one Jack Lawrenson, alias the "Black Monk," called up the company and informed them that the NMU was ready to supply them with any number of men they needed!

And these are the boys who blab in the "Pilot" about the need for "Unity" in order to get an adequate bonus! What they mean actually is shown by their actions. They are for **UNITY WITH THE SHIP-OWNERS!** As for an adequate bonus for the seamen, the SIU has shown the way **IN ACTION.**

Towboatmen Win Wage Raise

Prepared to hit the bricks last Thursday morning, with the prospect of all harbor traffic being brought to a standstill, 2,500 New York towboatmen got a raise of \$5 for the licensed officers and \$7.50 for the Unlicensed Personnel on Wednesday night, when the operators came across with this compromise proposal to the demands of the men.

Although the Union, Local 333 of the United Marine Division of the I.L.A. had originally asked for a \$20 raise, the settlement was nevertheless regarded as a victory for the towboatmen, since the owners had originally refused to talk terms at all, declaring that the contract, which expires next December, provides for arbitration of all disputes. This false claim was quickly exploded by the action of the Union and its swift success.

Attention!

EDWARD EARL SCHOW

Local Board No. 2 at Austin, Texas is trying to get in touch with you. Communicate with them immediately.

Joins Other Lines In Monthly Raise For S.I.U. Crews

Concedes 80c Overtime Too

Eastern Steamship Lines Inc. came across with a \$10 increase in pay over last year's rate on all coastwise vessels this week. On the Evangeline, operating off-shore, the Company granted a \$7.50 raise. Thus, at last, wages on the Eastern have been brought in line with SIU standards on all other lines!

Last year the Company only conceded a \$5.00 monthly increase, while most of the other companies boosted wages \$10 and \$7.50 a month. With most of the Companies agreeing to bring wages up to \$17.50 above basic pay this year, the owners were faced with a situation in which the men on the Eastern seows were paying off in order to take advantage of the better pay on other Lines, what with jobs being plentiful and a general shortage of trained seamen making itself felt.

NMU "Organizer" Rats

Not unexpectedly, the ratty officials of the NMU tried to take advantage of this situation in order to stage a fink-herding raid on the Eastern and to take their ships away from the Seafarers' International Union. Behind the backs of the NMU membership, Jack Lawrenson, dis-"organizer" for the NMU, offered the Company "as many men as it needed" in an effort to dislodge the SIU from the Eastern.

Company Won't Bite

Knowing that there would be hell to pay if any such scheme were attempted, the Company preferred to come to terms with the SIU rather than take advantage of Lawrenson's finky offer. Business is apparently too lucrative for the shipowners to court labor trouble.

On Friday, April 4, the Company signed on the dotted line for the \$10 increase. The next day they informed the SIU that they would also grant the 80 cents an hour rate for overtime, another Union demand on which the Company had held out while other lines were conceding it last year.

In spite of the long-standing maneuvers of the shipowners, and
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Bill in Congress Calls for 25 Years Jail for Strikers

After a declaration on the floor of Congress by Representative Sumners, chairman of the powerful House Judiciary Committee, to the effect that he is ready to go as far as legislating the "electric chair" for "saboteurs" in strikes holding up "defense production" the anti-labor hysteria in Washington reached a new climax when Representative Leland M. Ford of California actually introduced a Bill calling for 25
(Continued on Page 2)

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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 522, Church St. Annex, New York, N. Y.
Phone: BOWling Green 9-3437

"Hot Seat" for Strikers?

Anti-labor hysteria hit the high heavens last week as working stiffs throughout the country acted to keep wages and conditions up to the level of the steadily rising cost of living.

The very idea that the Bethlehem Steel slaves or McCormick Harvester serfs or the Ford automobile robots should take matters into their own hands and square off to settle their long beef against bondage with their profit-laden masters seemed to strike terror into the hearts of the legislative coterie that serves these plutocrats.

While the Keystone Kossacks were sent in by Governor James to teach a lesson in democracy to strikers at Bethlehem, Pennsylvania, with the aid of three-foot riot clubs, the Solons in Congress proposed to implement such instruction with the electric chair for such "enemies of the nation in the factory or elsewhere!"

To a question from a Representative Borren of Oklahoma as to whether the House Judiciary Committee was ready, since management and labor were "too hard-headed to declare a moratorium on strikes," to report out pending legislation to outlaw strikes or enforce "cool-off" periods, the Chairman of that committee, Representative Sumners, replied:

"When the time comes that it is necessary to deal with the enemies of the nation in the factory or elsewhere, I believe I can speak for every member of the committee, if it is necessary to preserve this country, they would not hesitate for one split second to enact legislation to send them to the electric chair."

The New York Times, big business spokesman, appropriately headlined the report of Mr. Sumner's remarks as follows: "Defense Strikes Stir Talk in House of Death Penalty." Just to leave no room for mistaking the import of the Congressman's words, it is to be presumed.

So the wave of patriotic hysteria has come to the point where the vast majority of the nation—the workers in mill, factory, plant, ship or dock—has to be intimidated to desist from strikes by the threat of the "Hot Seat"! And all in the name of "defense," all in the name of the necessity "to preserve this country!"

If working stiffs insist on their right to be represented by Unions of their own choice and show that they mean business when they resort to the strike weapon after no other course is left open to them by the flink-herding open-shoppers—that is to be considered treason punishable by the Electric Chair!

If labor is to back up with action demands for a few extra cents an hour to meet rising costs at a time when their employers' coffers burst with super-profits—that is to be regarded as a crime punishable by the "hot seat"!

What will there be left for the million-headed mass of toilers to defend as "democracy" after that? How will their "way of life" be in any way superior to that of the workers transformed into helots by Hitler and his bloody Nazi regime in Germany?

Hitler has long ago enforced Mr. Sumner's suggestion, only with a slight modification in methods: strikers are subject to the axe rather than the chair in Naziland—and that's a pretty slim choice, indeed!

No, American labor will not go for that kind of a "defense." "To preserve this country"—for labor's hosts that means preserving the right to a decent living, the right to Unions of their own choice, the right to strike when no other course helps.

Labor hates Hitler and Hitlerism and Nazi oppression with all its heart and soul and is quite willing to die in the struggle against it. But labor will never accept Bethlehem Steel's or Henry Ford's or Representative Sumners' version of "national defense" as a means of "preserving the country." That version smacks too much of the Nazi oppression they are out to fight and destroy. The "Hot Seat" for strikers?

The venal Congressmen who propose it had better establish some "cooling-off" periods for themselves before they come out with new proclamations for it. They are giving the whole show away. The working stiffs of this country will only learn from such self-exposures that the fight against Hitlerism and Nazism begins on the picket line right here, and that's the way to preserve the country for the people who live and work in the United States.

Notice to SIU Members!

The deadline for paying the 1941 Hospital, Burial and Shipwreck Assessment was March 31, 1941. Any member who has not paid it is therefore in **bad standing**, not entitled to any benefits nor to the right to vote at Union meetings.

Sydney Gretcher, Sec.-Treas.

More About

Bill in Congress For 25 Years Jail Strike Penalty

(Continued from Page 1)

years' imprisonment for all those participating in "strikes against the United States or its defense program," and the death penalty in case casualties result from such strikes.

At the same time, the House of Representatives voted 324 to 1 to direct its Military and Naval Affairs Committees to conduct "inquiries" into the defense program, with the demand that they go thoroughly into the strike situation.

"Too Extreme," But . . . Although Representative Ford's Bill is regarded as too extreme even by the hysterical labor-baiters to obtain passage, the temper of the employer-minded congressmen, as shown by the vote for the "inquiries," indicates that some kind of stringent anti-strike legislation is in the air. Rep. Ford's bill contains the following passage which is its substance:

Verbatim Contents

"Whoever incites, advocates, calls, participates in or assists any strike against the United States or at any place where articles, materials, supplies, vessels, building structures or facilities for use, directly or indirectly, BY THE LAND OR NAVAL FORCES of the United States or by the United States in the prosecution of the national defense program are being produced, repaired, constructed, reconstructed, installed, transported or otherwise handled or worked on, shall be guilty of treason and on conviction thereof shall be imprisoned for twenty-five years without parole or reduction of sentence for good behavior, or if resulting, directly or indirectly, in the death of any person, shall himself be punished by death."

Affects Seamen Directly

The shipowners have been crying for months now that every tie-up "sabotages" national defense. Under the Ford Bill, as noted above, the tie-up of a vessel these days—when every vessel is considered necessary to "national defense"—would result in twenty-five years' imprisonment to the seamen involved, with a possible death penalty in case a scab is killed indirectly in the course of the strike!

New Threat to Labor

The very fact that such a Bill can even be proposed shows to what length the shipowners and other employers and their agents are ready to go in order to prevent labor's demands for a just participation in the tremendous profits they are heaping up.

More About

Eastern Grants \$10 Coastwise Raise

(Continued from Page 1) the scabby tactics of the NMU officialdom, the SIU has come through once more with an important victory for the seamen on the East Coast! By militant action and hard-won improvements the SIU has gained conditions second to none for its membership. Nothing can prevent it from fast taking its place as the Union of the seamen in the East!

Draft Headquarters

Urges Local Boards to Give Serious Consideration to Seamen

In a circular issued to all State Directors on March 15, 1941 over the signature of Col. Lewis B. Hershey, Deputy Director, National Headquarters of the Selective Service System asks that local draft boards give serious consideration to the deferment of seamen. The circular quotes competent Government authority as saying:

"It is anticipated that national shortages will occur in the engine department of merchant vessels, in the grades of firemen and higher ratings; in the deck department, in the grades involving able seamen and higher ratings, which includes boatswains and quartermasters; in the stewards department, it is anticipated also that a shortage of chief stewards, marine cooks and bakers may result. . . ."

New Jersey State Headquarters, supplementing these instructions in a circular issued on March 27, 1941, over the signature of William B. Higgins, State Director, lists the following ratings specifically:

"Men with seagoing experience and holding any of the following certificates should be carefully considered for deferment in Class II—A: Able-bodied seamen, firemen, water tenders, oilers, pumpmen, machinists, marine electricians, Deck Engineers, Chief Stewards, marine cooks, bakers."

The circular has the following to say about other ratings:

"Ordinary seamen, wipers, coal passers, mess men and mess boys are at present plentiful. These are beginners and unless near the point of getting certificates, do not normally meet the requirements of paragraph 351 (b) and (c) of the regulations. (These regulations deal with the question as to which occupations are necessary to national defense). Men who will soon be ready for certificates, as indicated by the length of service shown on the questionnaire, can properly be put in Class II-A as 'MEN IN TRAINING' for becoming necessary men."

In other words, instructions cited here are to the effect that A.B., F.O-W, Steward and Cook ratings should be deferred on occupational grounds without any question. On the other hand, ordinary seamen, wipers, messmen, etc., may be deferred as "MEN IN TRAINING" if they have enough seetime in so that it is reasonable to expect them to get an endorsement or certificate for one of the higher ratings.

SIU men should bear these facts in mind at all times when dealing with the Local Draft Boards, who are often ignorant of the information and rulings issued by higher bodies. Although these rulings do not constitute general deferment for seamen, they are steps in the right direction and should be taken advantage of.

Union seamen naturally want to maintain union wages and conditions when subject to national defense work. Such work is just as important in the merchant marine as in the army. It is not a matter of shirking at all. It is a matter of acting in the job where you are most fit and where you can maintain your standing as a union man.

SEAFARERS' LOG

Honor Roll

S.S. KENMAR	\$1.00
S.S. LA SALLE	6.00
Fred Sartori	1.00
E. Johnson	.50
S.S. DELRIO	3.00
J. Stickney	2.00
S.S. RUTH	
Deck Dept.	5.00
Engine Dept.	2.25
J. F. Slusarczyk	1.00
S.S. MARY (Deck Dept.)	4.50
E. Johnson	1.00
R. Vargas	1.00
J. Correa	.50
J. Santiago	1.00
S.S. CUBA (Engine Dept.)	3.00
S.S. OAKMAR	3.00
S.S. LAFAYETTE	9.16
Chief Engineer (Lafayette)	1.00
Capt. Heller (Lafayette)	1.00
W. P. Corrigan	1.00
Total	46.91

What's Doing—

Around The Ports

PUERTO RICO

March 18, 1941

Editor, Seafarers Log
Dear Sir and Brother:

Sure had a busy week of headaches, and, if shipping continues as it is, we will have to import a few shiploads of A.B.'s from somewhere. The Millinocket had to come around to San Juan from Humacao for a crew with only one A.B. aboard and then laid over a day until we could round up and "shanghai" a few of the gashounds aboard.

We are sure having a little trouble with conditions at the hospital here. The doctors try to do the best they can and are good men, but are so seriously handicapped by a lack of competent nurses and competent assistants that the patients in the Marine ward don't get the attention they should get. There is only one trained nurse for the Marine division, with a fifteen-year-old kid running around taking pulse and temperatures.

There seem to be a lot of mates and engineers breaking our shipping rules by promoting men to key positions aboard the ship without letting the job come through the hall. If this practice continues, we are going to have a lot of company stiffs spoiling all the advantages we have gained. More next week.

Full speed ahead, Brothers,
Daniel Butts, Agent.

NEW ORLEANS

March 22, 1941

Editor, Seafarers Log
Dear Sir and Brother:

The main squawk of the week is the shortage of men to fill the ships. Crewed the El Dia during the week, with the El Valle due to crew up the first of the week. Talk about ships! These scows are the berries! If they are any model of the conditions under which the NMU sail, they sure have our sympathy for being so dumb as to let such be their standard.

The laugh of the week was on the Northern Sword. Brothers Terrington and Jason made the ship as she was listed under the Alcoa Line. Upon boarding the scow and asking for the books of the crew, they were somewhat surprised to find that they were looking at NMU books. About this time the NMU patrolman showed up with an armload of papers and made the remark that he must be aboard the wrong ship. At any rate the boys on the scow have some LOGS to brighten them up.

The Raritan in and out for the Canal Zone for the army, and the usual number of squawks make up the week. The shortage of men is due in part to the action of the Draft Boards around the country. When an army-chartered scow is held up for a crew, it seems to me that is getting home with the beefs to where they belong. Naturally, the defense program must go through, but it will be slowed up somewhat unless some uniform program is adopted in regards to seamen under the Selective Service.

The seamen have at last got into what we call the "Class of the Independent." They have had jobs on the board around here every day of the week and no akers. The next thing we'll have to do is bring the scows up to the hall, so the men can look them over before they take the jobs.

Over 85 men shipped last week, with 25 Permit Card men shipping out. We'll have to go back to the days of shanghaiing men to place crews on the ships.

Everything is running smooth here in New Orleans. No big beefs have shown up yet, only minor beefs that are settled to the satisfaction of the crews involved. The new officials are really in earnest down here; they even make the NMU scows by mistake. So that shows they are really making the waterfront regularly.

Believe it or not, but the New Orleans Branch of the SIU has set some sort of a record in the last week as regards this shipping business. We shipped a man on a permit as cattle tender. The S.S. Delsud, sailing for the South, is taking a flock of sheep and cattle down there, all pure-bred stuff. So the little dears must have a nurse. A registered vet was the solution. Result: a permit was issued a cattle tender. Next will be a gardener to take care of some skipper's flower pot!

The Maritime Commission, of all outfits, can't afford to pay the going scale of standby time! After all this dough being thrown around, you would think that the M. C. could afford to pay the freight. Received a call for five men for standby work and when the men were dispatched to the job, they were told the rate was \$6.22 instead of the \$6.80 which all our agreements call for.

The Engine patrolman is calling out about 30 jobs and getting the usual results: seven men shipped.

Yours till the board's clean,
A. W. Armstrong, Agent, G-136
P. P. Jason, Deck Patrolman, G-11

PROVIDENCE

March 17, 1941

Brother Joseph E. Lapham, SIU No. 247, was installed as Providence Agent this week, having vacated his job as Serang of the Socony Tanker "Magnolia."

The Selective Service Headquarters here, as well as all the Local Draft Boards, are giving us good cooperation in the deferring of seamen. They advise us that if merchant seamen apply for deferment as soon as they receive their questionnaire, it will be of help to them.

The S.S. "Naushon" will go to Boston next Tuesday for her annual overhaul. She will relieve the S.S. Nantucket on the Island run as soon as the overhaul is completed. The Island line is still on the Winter Schedule of one boat.

Shipping has been very good here this past week with very few men available. Quite a few men who are at present working ashore have called in this week. The fact that seamen's wages are going up is of interest to them.

Fraternally,
Joseph E. Lapham, Agent.

JOHN HENRY FERGERSON

Get in touch with your daughter at 102 East 39th Street or by calling 2-2322, Savannah, Ga.

In Memoriam

PETER ARIES
Died in Mobile, Ala.,
March 23, 1941

SAVANNAH

March 21, 1941

Editor, Seafarers Log
Dear Sir and Brother:

Activities in Savannah have been normal under the present conditions. This morning we shipped out the last available A.B. on the S.S. City of Montgomery. The S.S. Cassimir is to arrive this afternoon and if she needs any A.B.'s, we will have to go out scouting.

Had a conference with three of the Selective Service Boards of Savannah and was successful in getting three of our members deferred for six months, on account of the shortage of seamen around Savannah. Also had the local Steamboat Inspector and the U. S. Shipping Commissioner call on us in regards to shortage of seamen in this district, and I was able to convince them that a shortage of seamen existed in this locality, so that they can make recommendations to Washington, so as to get the seamen deferred in the future.

Also, the labor movement in general was successful in defeating a bill in the State of Georgia, whereby the oil companies were trying to get the right of way for laying a pipe line through the state. If this bill had passed, it would naturally eliminate all the tankers in Brunswick and Savannah.

Steady as she goes.
Charles Waid, Agent.

MOBILE

Mobile, Ala.

Editor, Seafarers Log
Dear Sir and Brother:

Shipping continues to be very good in Mobile with quite a few ships touching this port and taking replacements. A few weeks ago we had a ship in here from the Bauxite country with a load of Bauxite which was none other than the S.S. Raritan. The skipper in command was a man by the name of Captain Roupe. Now yours truly has seen very near all the Bucco Neros since the days of "Revolver Hansen" of the Barkantine Kremlin out of Boston, but this bird tops them all without a doubt. Any one coming in contact with this bird, be careful!

Incidentally, there was around a hundred hours overtime in dispute on this tub and I might add, it was collected. I was of the opinion that getting drunk at pay-off time was a privilege belonging to the sailors, but Lor! and Behold! when the time came to pay-off it was the skipper who was drunk and the crew was sober.

The S.S. Flourspar came in last week from an inter-coastal voyage with no disputes as far as overtime was concerned. The crew requested a clock for the mess room and a water cooler for the crew's quarters aft. The patrolman took the matter up with the Marine Superintendent and the requests were granted. She signed articles yesterday for another trip to the coast.

The Alcoa S.S. Company has at the present time two more ships in the dry-dock for extensive overhauling and reconditioning and one will be crewing up in a few weeks.

Last week Brother Peter Aries, No. 6149-A, passed away at the Marine Hospital here and was buried by the Union. There were

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

Room 918, Washington Loan & Trust Co. Building,
9th and F Street, N.W., Washington, D. C.
P. O. Box 6180 Phone: District 5963

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Philadelphia

Facts and Features

Beachcombing Gathered by the Four Horsemen in the City of Brotherly Love

March 24, 1941

Editor, Seafarers Log
Dear Sir and Brother:

Shipping has slowed down somewhat, but it's on a par with the average shipping of other ports. At present, there are enough full book members around, so that Philly can hold regular meetings. It's great to attend them, and the Brothers are beginning to realize that union meetings are the place to iron out their differences and difficulties. Keep the ball rolling, right along, Brothers.

Here's the scoop of the week: After four radiators had been caved in on Brother Jo-Jo Flanagan's crate (limousine to him), he finally pulled a "Sherlock Holmes" and caught a truck driver backing into his heap (pardon—limousine) and after a lengthy discussion between them, Brother Jo-Jo finally averred: "Brother Truck Driver, it is damned lucky for you that you are affiliated with the American Federation of Labor, otherwise I'd sue you for everything that you own, including your long red underwear!" And so, being a good brother, Jo-Jo simply allowed the truck-driving brother to pay for a new radiator and shell.

As all officials are now inducted into office, let's settle down to business, and go down the line with them and assist them in every way possible to continue the good work of the SIU in the past. Congratulations to all of the duly elected officials, and may your tenure of office be a pleasant, happy and successful one.

The following steamships arrived during the week and were taking care of accordingly: Margaret, Calmar, Beauregard, Oakmar, Marsodak, Arlyn, Plow City, Ponce De Leon and Mary. All came, looked and departed with smiles upon the crew's count-

quite a few of the men on the beach in attendance at his funeral. All in all, it was a fine send-off for Brother Aries on his last voyage.

* * *

If John Linn, No. 44-G, and John Link will communicate with the Mobile Agent they can collect wages due them from the Alcoa Shipper on her voyage ending on or about January 14. This is due them for the absent seamen's wages. That's all for this week.

Fraternally yours,
Olden Banks

tenances. There were quite a few beefs—mostly overtime, but one of the Calmar Line scows had a hungry beef. The agent and patrolman adjusted same to the genuine satisfaction of the crew.

One buckaroo mate called Brother Harry Collins everything from soup to beans, trying to get him mad and even accused the brother of being a SABOTEUR, (he was always a steward, but I didn't know the French name before this), Commissar, etc. Very cool-headed (for a change), the brother politely and with a tint of sarcasm in his fog-horn voice, merely stated: Mr. Mate, Mr. Port Skipper and Mr. Chiseling Port Steward: there's a list of vegetables, milk, meat, spices and other necessities that the UNLICENSED PERSONNEL want, and so be it.

After obtaining all concessions asked, the brother then told the hard-boiled buckaroo: There's a big dock out there where you and I can settle our personal differences. The buckaroo then fell back on his so-called "dignity" and refused to sign for a bout.

We are calling attention to all brothers who have ever shipped out of Philly. Listen to this: Brothers Buckman, Wilson, Lewis, Arerra (coastwise) and Wright all shipped out on the same ship and in the same department. Ye Gods, someone better send ten pounds of aspirin aboard the said vessel.

Fraternally,
The Four Horsemen,

NOTICE TO ALL SIU MEN

Canadian Branches of the Seafarers' International Union

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

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

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

Attention All SIU Men: Beware of Union-Busters!

With the SIU getting tops in war bonus pay and wages and conditions second to none on both coastwise and offshore ships, the Union has proved and continues to prove that the interests of the seamen on this coast can be fought for successfully in an organized, responsible and disciplined fashion. The SIU will continue to make headway towards ever bigger and better improvements along the same road and with the same methods. We need fear no outside forces to stop us if we continue to act as in the past—all for one and one for all: as a disciplined army of organized labor.

There is, however, a danger that we must openly face. That is the danger of disrupters and Union-busters working from within our own ranks—individuals who pull off unauthorized actions, who agitate for hanging the pin without consulting the Union office, who undermine the regularly elected officers of the SIU and urge each crew to take matters into its own hands on beefs, regardless of the welfare of the Union as a whole.

Whom do such unauthorized actions help? Whom do such disruptive individuals serve? Think it over yourself:

1. Unauthorized beefs give the shipowners a chance to holler "breach of contract" and to drag the Union into court in an effort to bankrupt it financially and to break it up as an effective organization.

2. Wildcat actions give Joe Stalin's hatchmen in the leadership of the NMU an opportunity to move in and raid the lines affected, offering themselves as a more "responsible" organization to do business with.

3. Thoughtless actions help the Government agencies to find a pretext for stepping into the picture, shouting "sabotage" of "national defense" and working up sentiment for the regimentation of the seamen.

Beware of Union-busters in our own ranks! Beware of individuals who urge unauthorized, wildcat actions on the ships—they help only the shipowners, the Stalin stooges and the reactionary labor-baiters in the Government agencies!

Don't go off the deep end. To preserve and continue to achieve improvements in wages and working conditions which seamen are entitled to and in which the SIU has led and continues to lead—KEEP A STEADY COURSE! Act with the SIU and through the SIU! Observe the Union rules and regulations. Consult with the regularly elected officers of the SIU chosen by the majority in democratic process. Get authorization from the regularly constituted Union bodies before taking action. In other words, act as Union men—for the SIU and through the SIU.

Remember: the Union is the source of all our strength! Guard the SIU against attack from the outside and disruption from within!

Out of the Mailbag

NEW YORK

About a Real, Honest-to-Goodness NMU Rider

March 31, 1941

Dear Sir and Brother:

For once, the super-efficient officials of the NMU have slipped up and a copy of the rider that is attached to all articles signed by NMU members aboard ships of the U.S. Lines fell into our hands.

While aboard the Acadia, formerly of the Eastern and just signing her first crew under the Alcoa flag, I found a rider attached to the articles. As there is never a rider on the Alcoa articles except perhaps a Bonus or Transportation rider, no attention was paid to it by the men. But when it was pointed out to them, the boys of course would not sign anything as phoney as that.

Who Wrote the Rider?

The Company was contacted and denied all knowledge of any such rider and it was removed and then the boys signed on.

On investigation it was found that the rider had been put on the articles by a member of the newly acquired Pursers' Department, who had previously been employed by the U.S. Lines. When questioned he stated that this same rider went on all articles of U.S. Line ships (under contract with the NMU). This man then asked: "What Union crews these ships?" I informed him that the SIU was the Union on the ships of this company and he just shrugged his shoulders and said that he did not want to get mixed up in any union business.

Text of Rider

The rider reads as follows (An original copy is on file at the SIU office here):
AND BE IT FURTHER AGREED THAT:

1. CREW TO BE ON BOARD AT A.M.—P.M. 19 . IT IS AGREED THAT ANY MEMBER OF THE CREW WHO FAILS TO BE ON BOARD AT THE ABOVE HOUR, OR FAILS TO BE IN A SOBER CONDITION AT ALL TIMES PRIOR TO SAILING, OR FAILS TO APPEAR AT CREW MUSTER, OR IF AFTER JOINING SHALL LEAVE THE VESSEL WITHOUT PERMISSION OF THE MASTER, SHALL BE CLASSIFIED AS "FAILED TO JOIN" AND A SUBSTITUTE MAY BE SIGNED ON IN HIS STEAD AT ONCE.

2. CREW TO WORK ON DAY OF ARRIVAL AT PORT OF DISCHARGE UNTIL 5 P.M. IF REQUIRED.

3. CREW TO PROVIDE THEMSELVES AT OWN EXPENSE WITH COMPANY UNIFORM FOR RATINGS SIGNED ON FOR, AND TO APPEAR IN SAME WHEN REQUIRED BY MASTER.

4. CREW WILL BE SUPPLIED WITH MATTRESS, PILLOW, BLANKET AND UTENSILS FOR EATING THEIR FOOD WHICH, IF NOT RETURNED AT TIME OF DISCHARGE OR BEFORE LEAVING VESSEL, VALUE OF SAME WILL BE DEDUCTED FROM WAGES EARNED BEFORE BEING PAID OFF.

Read it and weep! Now if we can get some good officials from the NMU to guide us, we might be able to get more of such real nice company stooge riders of this sort. So take your pick, boys!

Quite a blessing. What do you think?

Fraternally,
D. Muncaster, Patrolman

JOSEPH W. TILLOTSON

Get in touch with Local Board No. 79, Essex County, Mass.

BOSTON

March 31, 1941

Editor, Seafarers Log

Dear Sir and Brother:

As in other ports, there is a shortage of trained seamen in the Port of Boston. So far we have managed to crew all ships, but have very few reserves. According to the old system of supply and demand, the seamen can do right well for themselves in the form of higher wages.

I see by the papers that the Navy is going to convoy ships to England. Well, I doubt very much if seamen will go there for \$50 per month. They have certainly put a higher value on human life since the last war and, besides, the seamen in the last war are not eligible for a pension.

What we want is to reap our harvest and every trip should be harvest time to us. We may not sow but we sure do plow, and those furrows are by no means small.

We can expect it any time now, and I believe we should prepare to demand our worth. Someone will get it, so it may just as well be us. We can use it and we sure do circulate it. What do you think?

Fraternally,
Your Boston Reporter

SIU-Man Thanks Crew For Brotherly Action

On board S.S. Cuba
Tampa, March 31, 1941

Editor, Seafarers Log
Dear Sir and Brother:

I wish to express my sincere appreciation for the great favor of the crew of the S.S. Cuba in making it possible for me to go by plane from Havana to Tampa so that it was possible to attend the funeral of my Mother. Also a very nice floral piece was provided with the amount that remained.

Sincerely yours,
H. W. Bradley, 167-G

Facts on the Bonus Beefs

Joining in the general uproar against strikes and for curbs on labor that would prevent justified action for wage increases, the shipowners' voice, known as the "Journal of Commerce", has been engaged in a bit of particular sniping at the organized seamen. The question involved here is action for a higher bonus in the war zone runs. The attack comes in the form of comment by the shipping editor, Mr. Clinton L. Doggett, in his column, "The Shipping Outlook", of March 31, 1941.

Mr. Doggett refers to the fact that two Robin Line ships and one Alcoa vessel have had their sailings delayed because of Union demands for a war bonus on the African and Canadian-West Indies run, respectively. Taking up the hue and cry about the "national defense" aspect of the work involved, Mr. Doggett says:

"We have a feeling that the public is tired of it (the Union action) anyway. . . . This same public has been and still is only too willing to give labor its due, but nevertheless cannot reconcile wholesale stoppages of vital defense production until all other means of settlement have been exhausted. . . ."

Now what are the facts in the situation?

In the first place, there has not been any "wholesale stoppage" on either the Robin ships or on the Alcoa. After giving due notice, according to legal requirements, the crew of the Robin Locksley, simply asked to be paid off. Shipping was too good on safe runs for them to risk their necks on the dangerous African run without an increase in the bonus, they declared.

And that is a hard fact and cannot be challenged. If the shipowner wants to remedy this kind of a situation, it is only necessary for him to reconcile himself with this fact, which is controlled by the old law of supply and demand.

Now, as to exhausting "other means of settlement"—the men have had too much experience with arbitration to trust to that sort of phoney "settlement." They have only to refer to their sad experience with the Robin Line itself in the case of the S.S. Algic of last summer. A demand for 80 cents overtime and a bonus increase was simply squashed in the proceedings. On the West Indian run, innumerable conferences have been held since last June—when French possessions in the islands were subjected to a virtual British blockade—in order to obtain a war bonus there. All, to no avail.

What the men on the Robin Line and on the Alcoa are doing is simply exerting their economic power. They have not even resorted to picket lines or to other forms of strike activity. They have merely gone along with the drift of the law of supply and demand to ask for a bonus that would make a risky trip worth their while. If the "public"—behind which pseudonym Mr. Doggett hides the shipowners, in whose interests he writes—are "tired" of this, what would such a "public" propose? The institution of press gang methods?

After all, the seamen are only exerting their rights as American citizens not to take a job they don't want. What would be left for them to defend against Hitler, if such an elementary right were taken from them?

To top off his distorted view of the picture, Mr. Doggett throws some flowers at "No Coffee Time" Joe.

"On this score," he says, "the N.M.U., which has been freely assailed for its leanings, showed much better judgment recently."

It is only necessary to round out the real picture to see why Joe Curran is in such good graces with the "Journal of Commerce" and its sponsors. N.M.U. ships are still sailing on a \$30 a month bonus (which the Seafarers got FOR them, by the way, last fall) while S.I.U. ships are getting \$50 a month.

Obviously, no matter whom Mr. Doggett may have tried to convince by a comparison of methods used on the Robin Line with those used by the N.M.U., for seamen the comparison is odious.

For, the end result is what counts: Curran's N.M.U. methods leave the seamen with a scandalously low bonus—which is, in the last analysis, why the shipowners and their paper are so enthusiastic about his "judgment." The action on the Robin ships, on the other hand, gives the seamen \$50 a month as a war bonus—which is why the shipowners and their paper are "tired" of our methods.

Bosses Gain \$2 for Every \$1 Wage Raise Given to Labor

The American Federation of Labor this week released figures which demonstrate eloquently why American working stiffs are on the move throughout the country to boost wages. The A. F. of L. economists show that since 1929, hourly rates of pay have gone up 20 per cent, while in that same period output of workers per hour vaulted by 40 per cent!

In other words, employers gained \$2 in increased production for every \$1 increase in hourly wages.

Replying to those reactionary forces who would "stabilize" wages by putting an end to increases in pay through the outlawing of strikes, etc., the A. F. of L. "Labor's Monthly Survey" says on the basis of these figures:

"If the employer's labor cost does not increase when wages rise, do prices have to be raised? Certainly not. Those who claim that wage increases must bring price increases have overlooked the meaning of the machine in modern industry: Labor's production per hour (productivity) means wage increases without price increases."

Thus exploding the employer-inspired propaganda that wage raises boost the cost of living, the A. F. of L. goes on to say:

"To stop wage increases when industry is able to pay more robs the underprivileged and raises profits which are already high. . . . If wage increases are stopped while companies go on making higher profits, can workers help feeling they are bearing an injustice which destroys the democracy they want to defend?" (Labor's Monthly Survey, March 25, 1941).

All that the wave of strikes in the "defense" industries actually means—when you bear these facts and figures in mind—is this: the American workers are just as determined not to let the profit-greedy bosses destroy their democracy at the point of production as they are to prevent Hitler from doing that by thrusts from abroad.