

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



VOL. II

NEW YORK, N. Y., TUESDAY, SEPTEMBER 10, 1940

446

No. 13

Two Policies, Two Results

*An Editorial on the P and O Agreement
and the Tanker Elections*

Two important events of immediate interest to all seamen took place last week. One was the signing of the P and O closed shop agreement by the Seafarers' International Union. The other was the losing of the NLRB elections on the tankers by the "National Maritime Union."

No Accident — A Sign of the Times!

It was not at all accidental that these two events should occur at the same time. They only symbolize the trend of developments on the waterfront — the decline and discreditment of the scabby, Commie-ridden NMU and the rise and increasing strength of the democratically controlled union of the seamen, the S.I.U.

NMU Brags and Boasts

Both in the case of the P and O as well as in that of the tankers, the braggarts of the phoney "Pilot" continued to assure the rank and file that NMU control on these ships was "in the bag." Pages upon pages of this rag, in issue after issue, carried long articles and photostatic copies of telegrams that blared forth the boast: the NMU is ruling the roost in the P and O; the tankers are 100% sold on Curran's crummy crew!

In each instance, the Pilot's "news" turned out to be nothing more than idle and stupid boasts — which is usually the case with the bilge that passes for information in that lying rag.

SIU Brings Home the Bacon

Without any fanfare, the S.I.U. organizers plugged along and did their job on the P and O ships. While the NMU braggarts were tooting their horns, the real representatives of the seamen managed to get 90 PER CENT of the men in the P and O fleet to sign cards certifying the S.I.U. as their only bargaining agency! They left the empty talk to the commie loud-mouths. THEY GOT ACTION!

Company Unions Profit at NMU Expense

In spite of reams upon reams of propaganda, the NMU got less than 90 votes out of a total of 328 men eligible on the Tidewater Associated Oil Co. tankers. Even the company union on the Tidewater boats got nearly twice as many votes as the NMU! On the Standard Oil tankers, the best that the boastful band of Commie stooges could get was a neck-and-

(Continued on Page 2)

New Fink Hall

Bradley Bill Not to Be Acted On, Bland Says

In the last issue of the LOG, we called attention to the new Fink Hall Bill, H.R. 10316, introduced in Congress by Representative Bradley, mouthpiece of the Great Lakes shipping interests. The Bill is designed to get around present Union hall hiring requirements by "redefining the duties of ship's masters".

After a storm of protests from the seamen's unions, the following letter was received by the S.I.U. from Congressman S. O. Bland, Chairman of the Committee on Merchant Marine and Fisheries, to which the Bill had been referred:

Letter from Representative Bland

Mr. Harry Lundeberg, August 23, 1940.
Seafarers' International Union of North America,

Dear Mr. Lundeberg:

Receipt is acknowledged of your letter of August 20 regarding H. R. 10316, introduced by Mr. Bradley of Michigan. No action has been had and none is contemplated on this proposed legislation. Should hearings be scheduled, however, you will be notified.

Yours very sincerely,

(signed) S. O. BLAND, Chairman.

Only Temporary

The bill has, therefore, been ditched for the time being. But only for the time being. We can expect beyond a doubt that the shipowners interests will revive their agitation in Congress against union hiring halls at the very first opportunity that presents itself.

Only alertness and vigilance on the part of the organized seamen can prevent the reintroduction of the fink hall legislation and its attendant sea slavery.

On Guard

On guard — no quarter to the shipowners' flunkies in Washington and their phoney legislation!

Voting on Amendments To Constitution Begins At All S.I.U. Branches

NEWS FROM

NEW YORK

*Donation to Cannery
Aid to Scandinavians
Suspended!*

Donation to Cannery Union

The regular meeting on Monday, Sept. 3 voted to donate \$25 to the striking Fish Cannery Workers Union of the Pacific, affiliated with the Seafarers' International Union of North America.

Aid to Scandinavian Seamen

The same meeting also voted to take \$10 worth of tickets for a soccer ball game sponsored by the Scandinavian Seamen's Club of U.S.A. and to return the tickets to that organization for resale. The affair is for the benefit of union seamen from Denmark and Norway who are stranded here as a result of their countries being overrun by Hitler.

Suspended!

Upon petition from the crew of the S.S. Greylock, Raymond Calvo Fernandez was suspended by the New York meeting for 99 years for actions detrimental to the union.

C.C.C. Boys Trained As Finks by Maritime Commission

200 more C.C.C. enrollees are to be turned over to the United States Maritime Commission on Sept. 16 for training in the merchant marine, according to an announcement by James C. McEntee, director of the C.C.C., in Washington last week.

Stepping Up Program

Nine hundred of these lads had already been turned over previously. It looks as if the Maritime Commission is stepping up its fink training program in line with the speed-up of national defense measures.

What's the Purpose?

Can it be that all this is part of a plan to replace militant union men with finks on the ships as soon as war breaks out? Can it be that the Maritime Commission intends to see, in the interests of the shipowners, that militant union men are placed among the first draftees?

In any case, the only Hoffman's Island "graduates" that we have heard of seem to be assiduously at work washing dishes or peddling papers. What good they are as seamen they themselves don't seem to know.

First Rate — Finks

But they are not meant to work as seamen, really. On the other hand, their training makes them first rate finks.

Membership to Be Polled At Halls on Vital Issues; Balloting Ends Oct. 14

Voting on the amendments, which are to bring organizational procedure of the constitution in line with the recent referendum decision to amalgamate the Atlantic and Gulf Districts, begins this week. Members of the Seafarers' International Union, Atlantic and Gulf District, started voting in all Branches on Monday, September 9. Balloting proceeds from that date to Monday, October 14, 1940, on which date the balloting will terminate.

C. P. Grooming Joe Curran for John L.'s Mantle?

Rumor has it that "No Coffee Time" is going places — in that dream-world in which the Communist Party and all its stooges live.

His advancement to the Presidency of the C.I.O. city council in New York is no more than just a warm-up, according to certain sources. The candidacy for Congress is just the blossoms. The berries are yet to come. . . .

Joe Is Groomed . . .

And here's the berries: Joe is being groomed by the comical comrades for nothing less than the mantle of John L.! No, not John L. Sullivan. Even laying off coffee couldn't help Joe into that position. We are talking here of the mantle of John L. Lewis, no less!

According to these same sources, the comicals are seeking to take advantage of the current rift between Lewis and Sidney Hillman (which has become an open secret by now) in order to plant themselves on top of the heap in the C.I.O. In order to do this, they must have a suitable stooge. Consequently they have selected "No Coffee Time" Joe, than whom there is no stooge more suitable.

. . . To Be Kicked Upstairs?

At the same time, they hope by kicking Joe upstairs, so to speak, to get fuller sway in the NMU where the stoogey bosun has been somewhat of a nuisance to the comrades' raiding parties on the union treasury. Thus they hope to kill two birds with one stone, as it were.

A part of the grooming procedure was the so-called Peace Rally in Chicago, at the end of last month. This move went sour on the boys, however, when 36 New York C.I.O. officials publicly repudiated ambitious Joe after he sent them a telegram indorsing the Chicago circus in his capacity as president of the New York C.I.O. council.

Time to Vote

S.I.U. members may cast their votes on the amendments at any regular Branch meeting every Monday night during this period, or at the halls every day from 12 to 2 P.M., when a balloting committee will be on hand.

Special Arrangements

Ship's crews can cast their ballots at other hours during the day if necessary, by making arrangements with any Branch office of the S.I.U. to vote in a body. If the ship's delegate will notify the office of the exact time when the crew wishes to vote, the office will see to it that a balloting committee will be on hand.

Exercise Your Rights!

The amendments, as proposed by the Atlantic and Gulf District Agents Conference last June, were printed in the last issue of the LOG.

Study them carefully. Make arrangements at once to utilize your democratic right in casting a vote on them.

Unclaimed Books Held by Boston Branch

The following is a list of books which have been left at the Boston Branch, where the claimants may obtain them:

NAME	NUMBER
Clinton Leavitt	5126
Fred B. Targee	5538
John E. Mahoney	5563
S. Parrish	2250
Owen Green	2700
Maud Vale	2461
Lucy Harmon	5463
Joseph Glatki	5625
O. Lytle	3278
Elmer Merrit	547
M. Rouleau	5492
Thelma Lindsey	5661
George E. Talbot	4768

However, a little thing like that can't stop Joe. Stooging is in his blood. The commies know this only too well by now and they aim to take full advantage.

Published by the Seafarers' International Union of North America

Affiliated with the American Federation of Labor

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

Atlantic District HEADQUARTERS

New York (Phone: BOWling Green 9-3437) 2 Stone Street BRANCHES

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

Gulf District HEADQUARTERS

New Orleans 309 Chartres Street BRANCHES

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

Great Lakes District HEADQUARTERS

Detroit 1038 Third Street ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.

OUT OF THE MAILBAG

A Little Love Letter to "No Coffee Time" Joe

S.S. Seatrain New Jersey, August 29, 1940.

Editor, Seafarers' Log Dear Sir and Brother:

Just arrived in Texas City. Went ashore for a while and picked up a copy of the Pile-it on the way back. It was dated August 23. First thing I saw was: "Fight Move to Kill Hiring Halls!"

On down through the article Joe speaks of how the good fighting union man will not be able to ship through the union hall if a certain bill is passed in Congress. Now, that is very true, Joseph, as we all know.

But, Joe, why didn't you think of that last summer, when the S.I.U., I.W.W. and Rank and File of the NMU were picketing the Shipping commissioner's fink hall at 45 Broad Street in N.Y.C.? Every seamen remembers that.

You also know, Joe, that at that time the Flaming Youth of 14th Street were sailing through 45 Broadway with Papa Browder's blessing. Furthermore, did you do anything to stop those brats from going to Hoffman's Island? Like the dickens you did! Joe, you are always late. This time you are a year and a half late. Now, I am sure if you would only take time out for coffee, you will be able to think more and act faster, and some day maybe be of some good to

society. Say, Joe, why don't you stop kidding us? We don't believe you anyhow. You say you are against war. We old timers know darn well that inside of twelve months you will preach for it! Why don't you stop kidding yourself? You're only a poor imitation of a Charlie McCarthey.

When Moscow says FOR war, you wag your tongue: FOR WAR. When Kremlin Joe says AGAINST war, you flip-flap: AGAINST WAR. When are you going to flip-flap again, Joe?

So you think you're going to Congress, Joe? That's the life of Riley for you, eh Joe? Well, why don't you stop dreaming and look around? There's this Seatrain New Jersey, for instance, that I'm on.

As you know, this ship is an S.I.U. ship. Yes, Joe, a "phoney" S.I.U. ship. But... Quartermaster gets \$92.50 on her, A.B. \$90 and O.S. \$72. And comrade, lend an ear to this: We have NO mess-room here. We have a DINING ROOM WITH SWIVEL CHAIRS! Say, no joking, Joe, these S.I.U. scamps are going to town. We can't give you any votes, Joe, but there may be a berth. No meek-eyed thrill, but a man's job and a man's living conditions.

Anyway, we S.I.U. boys will do OUR VOTING IN OUR UNION HALL. Thomas J. Bogard, No. 50039.

Protests Bad Crowding at Marine Hospital

S.S. Seatrain Texas, Hoboken, N. J., August 29th, 1940.

Seafarers' Log, Dear Sirs & Brothers:

The majority of seamen have become familiar with the failure of some of the Marine Hospitals to fulfill their mission during the past few years.

Seamen have found it increasingly difficult to enter these institutions which were built specifically for the purpose of maintaining the health, and efficiency of the personnel of the American Merchant Marine.

The cause of this deplorable state of affairs is well known to seamen who have had occasion to require prompt and thorough medical treatment.

During recent years the Marine Hospitals HAVE BEEN OVERLOADED WITH C.C.C. BOYS, P.W.A. WORKERS, CIVIL SERVICE EMPLOYEES, AND OTHERS TO THE EXCLUSION OF THE AMERICAN SEAMEN.

The most recent example of attention given Seamen AT THEIR "OWN" HOSPITALS occurred last week in Texas City, when I accompanied Brother Charles Hansen to the Marine Hospital in Galveston. Brother Hansen was in a very serious condition, with two broken ribs (one penetrating his right lung), a broken leg, shoulder blade, and arm.

YET THE OFFICIALS OF THE HOSPITAL ALLOWED BRO. HANSEN TO LIE IN AGONY FOR OVER AN HOUR WITHOUT EVEN GIVING HIM AN X-RAY.

This happened after all concerned rushed this man to the hospital within thirty minutes after the accident.

It is my opinion that we, the S.I.U. of N.A., as a body, take action to see that the American seamen are given prompt care by the Marine Hospitals. DON'T THINK THAT THE MARINE HOSPITALS ARE KEPT UP FOR THE MEN THAT LIVE A MARINE LIFE? Charles H. Martin, A. 2093.

Two Policies, Two Results

(Continued from Page 1)

neck race with another company union outfit, 873 to 821, making necessary a run-off election! On the Socony-Vacuum tankers the company union got 496 votes to the NMU's 423.

Fruits of Policy Show

In the P and O case, the S.I.U. came out on top practically without a contest. In the tanker cases, in which the S.I.U. left the field to the NMU, that outfit showed itself to be so discredited that hundreds upon hundreds of men preferred an out-and-out company union to it!

In both cases, the results constituted the fruits of policy. While the NMU was attempting to scab on the SIU, directly on the P and O boats and indirectly with the \$2.50 sell-out proposal on the coastwise increases, the SIU just plugged along patiently and by getting \$7.50 and \$10 increases as well as 10c increases in overtime, proved its superiority in action.

It is any wonder that the P and O seamen chose the SIU?

Scabby Actions of NMU Not Forgotten

Fresh in the memory of every seaman is the dirtiest piece of scabbery ever pulled by a so-called union—the handling of "hot oil" by NMU ships during the tanker strike "run" by the NMU itself! The S.I.U., like good union men should, refused to order ships under agreement with it to touch that "hot oil." It took the NMU officialdom to break its own tanker strike!

Is it any wonder that tanker men prefer even phoney company unions to the NMU?

Home to Roost!

NMU policies are coming home to roost. By scabbing on itself, by scabbing on the S.I.U., by supporting the fink hall and the fink training program the Commie crew in control of the NMU only succeeds in playing the game of the ship-owners. It trains the men it tries to organize in company-mindedness. It succeeds only in discrediting itself. That's the lesson to be drawn from the tanker elections!

In a different way, S.I.U. policies are likewise bearing fruit. Slowly, but surely. Holding strictly to the union principle that an injury to one is an injury to all; supporting striking seamen even when they are under the bedraggled banner of the NMU; pushing forward with its wage-raising campaign for the 10-10; fighting the fink hall and the fink training program — the S.I.U. is forging ahead in the struggle to uphold the interests of the rank and file seamen against the operators. That's the lesson to be drawn from the results in the P and O organizing drive.

Results Reflect Seamen's Judgment

The NMU scabs, sabotages and knuckles under. It reaps only defeats for the seamen.

The S.I.U. fights every labor-hating move of the ship-owners, fights for constant betterment in wages and conditions. It produces ACTION for the seamen.

Two policies — two results.

The judgment of the men who sail the ships is making itself felt. That's what both the tanker elections and the P and O agreement prove, each in its own way! Thumbs down on the commie-run NMU! Thumbs up for the S.I.U., the union of the seamen, by the seamen and for the seamen!

Warns Against NMU Rats

New Orleans, Sept. 5, 1940.

Editor, Seafarers Log, Dear Sir and Brother:

A few words to the brother members of the S.I.U. of N.A.:

All types of organizations have minority groups which usually are a liability instead of an asset. These are usually cantankerous, unreasonable and suspicious of everyone—unless they are pampered and favored. They complain that they are being discriminated against and neglected when they are not.

We have that same ilk in the Seafarers' Int. Union. These cranks and trouble makers have among them a certain number who have come from the ranks of the NMU. Don't misconstrue me. Some of the NMU men who have turned in their books for one of ours are damn good members.

But we have to contend with some rats who have worn out the seat of their pants trying to ship out of NMU halls and couldn't. They are the ones who apply to one of our halls for a Permit Card. We take them at their word, in what they say about not being able to ship and being fed up with the NMU. They are issued Permit Cards.

Then the unbelievable happens: they ship out in a few days! They are only aboard a few days and the disrupting starts and all the crap of how good the NMU is and they try to turn you over into that phoney outfit!

Brothers, it is up to every one of us to be on our guard. When you run across one of these birds, you know what action to take. And take no excuses.

The S.I.U. gives every member

more than value received for his dues. Compare wages, overtime, working conditions and, yes, quarters, to what the NMU have!

We are an infant union under the wing and guidance of the S.U.P.. Let us, everyone of us, build as the S.U.P. did, and bring up this infant into one of the strongest unions in the world. IT CAN BE DONE!

It is soon time to start nominations for officials for the coming year. We want to choose wisely and sanely. Choose men that will fight to better your conditions and to build the S.I.U.

In closing I want to thank Bro. Lundberg for the good work he has done, for the battle he has fought for the S.I.U. Also, we should compliment him for the great fight that he has put up against Compensation Bill H.R. 6881, when he and Morris Weisberger did a fine, militant job of it.

And may the S.I.U. keep on a steady course just as the S.U.P. has for so many years.

Fraternally yours,

E. R. Wallace, G-237

Seafarers' Log

Honor Roll

Table with 2 columns: Name and Amount. Includes S.S. ELWYN C. HALE (\$3.00), Buras Cab Co. (1.00), S.S. KOFRESI (2.00), E. Johnson (.50), S.S. SEATRIN NEW JERSEY (5.35), S.S. CITY OF ALMA (5.67), T. Parker (.50), Jean Lindsey (.50), G. Nicholson (1.00), Canadians on board S.S. City of Alma (4.67), S.S. CARRABULLA (4.50), A. Dixon (1.00), S.S. NEW ORLEANS (20.25), Total (\$49.94).

What's Doing—

Around The Ports

TEXAS CITY

August 24, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

The Millnockett got away at last. Had to send a permit fireman aboard the ship to sail her, as none of the book members were interested. The Suwid came in and took an biler, an A.B. and an O.S. on Monday. Then we just sat around till the Seatrain Texas came in on Thursday.

That night the ball game of the season took place. Score: 8 to 8. As baseball it was terrible, but as a three-ring circus it was unbeatable.

The City Merchants' team, which was the opposition, didn't have much chance to prove their ballplaying, but they sure proved to all their sportsmanship. They entered right into the spirit of the thing and even went the Texas gang one better.

At one time I counted four balls in play in the infield. If and when a man got on base, he had from one to three pilots, showing him the way around the bases.

On Friday, Brother Charles Hansen, No. 3102, while taking laundry aboard the ship, fell from a net sling, bounced from the aft spring wire to the dock stringer, then into the brink; Brothers Mayo, Brock and McKee dove in, pulled him up from the bottom and held him till a line was passed down to pull him ashore. Credit is due these Brothers for their prompt action. At least they gave Brother Hansen a chance to pull through. The doctors tell me that he seems to be much better this morning, considering that he has a broken shoulder, arm, leg, and a couple of ribs that pierced his lung, with a bad knock on the head. He stands a good chance of making the grade.

It's tough to have to take lessons from something like this, but Brothers, this should once again convince all hands to take no chances.

Seems some member of the M. C. & S. fell down here in town and the NMU local agent is bound over to the Grand Jury. The NMU seamen are starting a boycott on the local business to force the law to lay off them. At the same time they are endorsing the present sheriff for reelection. Yep, your guess is as good as mine.

Fraternally,
W. A. Armstrong.

August 31, 1940.

Editor, Seafarers' Log,
Dear Sir and Bro.:

Very busy week this time. Shipped 14 men for the week, have 12 men on the list in all 3 depts. Done a lot of running around, but all hands seem satisfied. So that is that.

Visited the hospital and found Bro. Hansen still in a coma. Doctors give him a good chance to make it now.

I got a beef to register in the paper and it's this: How come we never hear from some of the Atlantic ports? Have we got to start the donations racket to get a typewriter for some of our halls?

In reading the Piolet I see that they have donations for everything from signs, chairs to buildings. Some fun, eh kid?

The latest inducement they have is a beaut. For your SIU book and a pledge card you can become a full member in the NMU, no assessments or nothing. So far, the turnover down here is conspicuous by its absence. Next thing they'll be PAYING to get some SIU members to join the NMU.

Till next week,
Fraternally,
W. A. Armstrong

MOBILE

Sept. 4, 1940.

Editor, Seafarers' Log,
Dear Sir and Brother:

The S.S. Kofresi came in last week with approximately 24 hours of disputed overtime in the Engine department and a few hours in the Deck department. After taking it all up with the company it was settled to the satisfaction of the men involved.

The S.S. Panama City came in with an hour disputed overtime involving a wiper. On Saturday afternoon he was knocked off at 12 o'clock to eat dinner and at 12:15 he was turned to again to help take oil. That entitled him to an hour overtime because he was not given an unbroken meal hour, but the first assistant could not see that. He claimed that the man was making overtime anyhow so was not entitled to an extra hour but the company paid it.

The S.S. Pan Orleans, which was formerly the S.S. Pawnee, and which will ply between New Orleans and Tampa, should be ready to take a crew in about three weeks or a month's time. She is another addition to the Waterman fleet.

Shipping for the past few weeks in this branch has been extremely good in all three departments. There is an acute shortage of reciprocating oilers and A.B.'s. Last week we shipped forty men and several permit men. At the present time there are approximately ninety men registered at the hall here.

An S.I.U. float was entered in the Labor Day Parade by our organization. Unfortunately we did not win the first prize but we did receive honorable mention. The local press proclaimed this Labor Day Parade the largest parade of any description ever held in Mobile. It also estimated the number of Labor Unionists in the Parade as being close to the ten thousand mark but I think that is a very conservative estimate. That's all for this week.

Fraternally yours,
Robert A. Matthews, No. 154

UNFAIR TO LABOR

Gantner and Mattern Knitting Mills

Has locked out its employes and been declared unfair by the International Ladies Garment Workers Union (A.F.L.). Among the articles on the "unfair" list manufactured by this firm are bathing suits under the trade names of Golden Gate, Hi-Boy, Bo-Sun and W. Klee.

JACKSONVILLE

August 27, 1940.

Editor, Seafarers' Log,
Dear Sir and Brother:

Well, we had an extraordinary week as we shipped 11 members to one ship.

It seems that some mates, and skippers, don't like a member who becomes too militant on a ship. This happened on one of the famous Bull Line ships, the Clare.

The crew couldn't put up with a member who was supposed to be a deck delegate, but instead of working for the interest of the deck dept. was working for the company. I had repeatedly warned him to keep a report of any non-union members aboard the ship, but he never paid any attention to what I said.

Well, you know one can stand just so much. The crew put charges against this brother, but failed to sign them. I hope, hereafter, when anyone puts charges against any member of the union, he signs them, because we have grown out of that stage, where a member is railroaded like in the New Moscow Union, and hope we will not drop to that level.

I would like to know where the full book members are these days. Every time there is a job, instead of a member of the union taking it, one has to get out and pick up a non-union member, and give him a permit-card. Well, this can't always last.

Got a call at 2 o'clock to ship a messman on the S.S. Suwid and it was 5 o'clock before I was able to get one, and then I had to ship a man on permit. I will not say much more, for at this time, we have 12 members registered on the three shipping lists.

Steady as she goes,
F. Lauritano

SAVANNAH

September 4, 1940.

Editor, Seafarers' Log,
Dear Sir and Brother:

For the last two weeks shipping has been very good in Savannah due to several outside ships calling in here. At this moment we are looking for two ABs for the S.S. ARLYN, Bull Line ship.

Evidently somebody slipped up on this ship in regards to mattresses.

This is the first time in the last three years that donkey breakfasts have appeared again as mattresses in the sailors' forecabin. This should serve as a warning to all sailors that whenever these so-called mattresses are sent down to the ships to get in touch immediately with the Delegate or Port Agent, because if we don't stop this business, they will send burlap bags the next time for mattresses.

Besides the regular Savannah Line ships we had the S.S. CAMOR, S.S. SELMA CITY, MEMPHIS CITY in port here this week, each calling for a couple of replacements. It seems that every time jobs are plentiful, some of the old timers try Henry Ford's movement of "Back to the Farm" and so are not available.

Fraternally,
Charles Waid, Agent

BALTIMORE

News and Views

Shipping Prospects -- More on the "D.W."
Ships Sold -- Radio Commies

Shipping Prospects

Shipping, particularly on the ships of the Intercoastal Lines, promises to be heavy for the rest of the month and will undoubtedly increase shipping turnover heavily. Bull Line's BAREADO and MONROE are still in the process of being reconditioned at Newport News and we have no information on when they will be ready for service. Delta Line's DELARGENTINO is still at her fitting up berth with little prospect of her being ready for at least another couple of months. Robin Line has one ship off the ways and another ready to be launched.

Private company bidding for ship charters has slumped considerably and the Maritime Commission received no bids for the EGREMONT, JADDEEN, JACOB RUPERT, PACIFIC REDWOOD, BAKERSFIELD, and WEST CHE-TAC which had been limited to sale or charter for the Intercoastal trade. Successful operation of the British Convoy system is being credited or blamed—depending on your point of view—for the slump in the ship-sale and charter business.

More on the "D.W."

An Associated Press Dispatch of April 2nd, said: "The Daily Worker had denied being a foreign agent but admitted a rela-

tionship with foreign interests." According to the same dispatch: "The Daily Worker had denied being a foreign agent but admitted a relationship with several organizations abroad, including Runag—the Rundschau Delta Verlag Ag—a propaganda agency in Moscow."

Ships Sold

The Maritime Commission has approved the sale of the SYLVAN ARROW and ROYAL ARROW to Panamanian interests. The Commission has also received applications for sale of the EXCHESTER, EXERMONT, EXCELLO, and EXILONA, of the Export Line to Panama and the ATLANTIC of the American South-African Line to the same country.

Radio Commies

The C.T.U. radio operator who relieved ARTA operator Zack R. Brown on the WEST IRA presented his patrolman with an ample stock of Communist literature which Comrade Zack left behind. Among the publications found in the radio shack when the C.T.U. took her over was a year's file of the "PEOPLE'S WORLD" "Comrade" Brown was at one time Secretary of the Maritime Federation of the Pacific. Another ARTA man—A. E. Harding—well known in Seattle and Galveston as a Stalinist, has been recently elected as Secretary of the Maritime Federation.

Attention! All SIU Men! Educate the Permit Men!

Many seamen now sailing on ships under SIU agreement are Permit Men. These men are potential members of the Seafarers' International Union and should be treated as such by the members of our union. That means they should be educated.

They should be taught the meaning of the SIU. They should be helped to understand that in union there is strength, that the SIU is not just an organization to belong to in order to ship, that the SIU is their organization, that they have a stake in its welfare and in its progress.

SIU Principles

The SIU is built up around well tested principles, laws that have been evolved for the benefit of the seamen.

First among SIU principles is: An Injury to One is an Injury to All.

The protection of each and every seaman against discrimination and exploitation by the shipowners is the job of all the seamen united into one union. The POWER of the shipowner, derived from his great wealth, can be prevented from bringing harm and oppression to the individual only by the POWER of the seamen, derived from organization!

Another SIU principle is Union Democracy. A Union of the Seamen, by the Seamen and for the Seamen!

Union Democracy

That means: no single person, no little group or clique can do the job of running the union for you. YOU must take an active hand in running the union yourself, for it belongs to you and you and you!

The SIU constitution provides for such procedure in great detail. All offices are elective; any officer can be recalled from his post by a vote of the rank and

file; all committees handling business for the union are elected by the bodies of union members for whom and to whom they are responsible.

Do Your Part

If the SIU is to continue on its way forward as the organized expression of the seamen, as a powerful organization, protecting and defending and fighting for the interests of the men who sail the ships, every single member must take an active part in building it.

That means: attending meetings, serving on committees, participating in organization drives, and above all, TAKING NEW MEMBERS IN HAND AND INFUSING THEM WITH THE SPIRIT OF THE SIU!

That means: Be tolerant to Permit Men and help them learn the ropes aboard ship!

That means: Help the Permit Men to become proficient in their jobs—the union builds seamen, the training ships of the Maritime Commission only build flunks!

That means: MAKE THE PERMIT MEN UNION CONSCIOUS!

NOTICE

HUGH BROWN, JR.

Will you get in touch with Joseph Grande, No. 1 a 40 (Sweetpea) of the S.S. City of Alma. He has some important papers of yours.

All Is Not Milk & Honey In the C.I.O.

All is not milk and honey in the land of the CIO. Two major clashes between John L. Lewis and Sidney Hillman, main cheeses of the outfit, have occurred within the past month.

Wham at Lewis

One came when Hillman, in his capacity as Labor co-ordinator of the National Defense Advisory Commission, gave assurances to the A. F. of L. Building and Construction Trades Department that it will be recognized as the labor representative on all construction work under the government program.

This knocked John L.'s pet dream of raiding the bona fide unions in the building industry (with his Construction Workers "Organizing" Committee) into a cocked hat. More than that, coming as it did from Mr. Hillman, who is also Vice-President of the CIO, this blow was in the nature of a direct slap in the face—a challenge within his own house, so to speak.

Next, Mr. Lewis tried to retaliate by accusing Hillman of discriminating against the United Electrical and Radio Workers Union, another CIO affiliate, in naming a representative for the electrical industry on his Labor Policy Advisory Committee. Mr. Hillman had named an A. F. of L. man to that post. He flatly rejected the accusation and stood his ground.

Only Preliminaries

Rumor has it that these clashes are merely in the nature of preliminaries. It is said that the CIO President and his opponent at the head of the Labor Section of the National Defense Advisory Commission are choosing sides for the coming CIO convention. An advance skirmish took place at the United Automobile Workers (CIO) convention in St. Louis at the end of July. Factions in other C.I.O. unions are being "lined up" for the struggle.

Commies With John L.—Curran Of Course!

The issues are: Support for the administration of President Roosevelt—of which Mr. Hillman is an ardent proponent; and unity with the American Federation of Labor—of which Mr. Lewis is an ardent opponent.

In spite of their perpetual "unity" cries, the Commies in the CIO are "supporting" Lewis, not because they hate the CIO boss less, but because the current needs of Moscow's Foreign Policy require them to hate Roosevelt more. Of course, Joe Curran follows the "party line" as usual.

Nobody Asks the Rank and File

As for the poor rank and file in the CIO—with most of its affiliated organizations set up as "committees" completely dominated by straw bosses appointed by either Hillman or Lewis—they have mighty little say in the matter. It's half a dozen of one and six of another, insofar as they are concerned. . .

RESOLUTION

The following Resolution was adopted at a regular New York Headquarters Meeting on Monday, August 12, 1940:

WHEREAS: Since the installation of the new Permit Card system, and since the issuance of the new permit cards, it has been discovered that several former members of the Seafarers' International Union have acquired permit cards, despite the fact that these permit cards are to be issued ONLY to non-members, and

WHEREAS: These former members have wilfully concealed their former membership in the Seafarers' International Union in order to avoid payment of arrears in dues and assessments, and have accepted permit cards with the intent to defraud the Union of the arrears due on their original membership books, and

WHEREAS: The issuance of permit cards to former book members nullifies the purpose for which the permit card system was installed, therefore be it

RESOLVED: That any Permit Card Man found to be a former member of the Seafarers' International Union of North America shall stand automatically suspended without benefit of trial, and shall be denied further membership in the S.I.U. of N.A., and be it further

RESOLVED: That this resolution appear in four consecutive issues of the SEAFARERS' LOG.

PHONEY

Compensation Bill H.R. 6881 Shelved Temporarily!

After being submitted to a barrage of criticism from representatives of all seamen's unions, the phoney Compensation Bill H.R. 6881, which was intended to put seamen under the notorious Longshoremen and Harbor Workers Law, seems to have landed in the waste basket.

A resolution, offered by Senator Overton, Chairman of the sub-committee which recently held hearings on this bill, has been submitted to the Senate Committee on Commerce which calls for a "study" by the Department of Commerce, the Department of Labor, the Maritime Commission, the United States Employees' Compensation Commission and the Maritime Labor Board to jointly determine whether workmen's compensation "by act of Congress, should be made applicable to seamen." These five different government agencies are then to report to the Senate on or about February 15, 1941.

Since this resolution is submitted by the Chairman of the sub-committee, it is virtually assured of passage. That means that for nearly a year this contemplated anti-labor measure is to be off the boards. The shelving of H.R. 6881 is a victory for the seamen, whose representatives have been battling against it from its inception. But it is only a temporary victory. We must remain on our toes to see that it does not come up in the same vicious form again.

HEARD and SEEN

"We MUST Send Curran to Congress" — Headline of Editorial in Pile-it of August 30.

Looks like the boys are desperate. Moscow demands it. The NMU politicians need it. The rank and file figures it will be only too damn well rid of him on the waterfront. * * *

"Let's tackle the Clyde-Millory Line next," was the sentiment expressed by S.I.U. men in Florida ports when they got word of the P and O agreement. It's that old Southern fighting spirit. * * *

"NMU Holds Esso, Socony to Draw" — Headline in Pile-it for Sept. 6.

To finish that headline in the same sports style, we offer the following news which the Curran rag did NOT carry: "Suffers Technical Knockout on Tide-water; Flattened to a Pancake by S.I.U. on the P and O." * * *

The Pilot calls the tanker vote a "remarkable organizational achievement." A few more such remarkable achievements and the National Maritime Union will have nothing left but its initials: N (o) M (ore) U (nion).

They All Want Curran — Out Of Their Sight!

It looks like the "peepul" of the 15th Congressional District of New York—as we reported in a recent issue of the Log—are not the only ones shouting for "No Coffee Time"—Joe.

Curran's popularity seems to be on the rise—but "in reverse."

First, the papers report: "28 Unions Assail Curran Plea for Youth Congress."

These are unions affiliated with the CIO, the papers tell us. One would think that at least within the CIO, whose New York central body only recently "elected" him president of that organization, Curran would have some standing. But apparently, he is not even wanted there.

Here's why: As usual, he has been stooging for Bloody Joe Stalin whose henchmen in the American Youth Congress called an "Emergency Peace Mobilization" at Chicago for August 31. Not content with lending his own name to cover up the "maneuvers" of the Commies in this phoney "Youth" outfit, he tried to utilize his CIO post to prevail upon other union officials to join him in giving a coat of whitewash to the dark doings of the murderous anti-labor crew directed by Moscow.

That was too much for the officers of the other CIO unions, who have stood for a lot of Comie hoodwinking. Thirty-five of them, representing twenty-eight unions, led by Murray J. Kudish, of the United Retail and Wholesale Employees Union, protested by official telegram a request by "No Coffee Time" to give financial aid to the "Peace Mobilization Meeting" in Chicago as "tantamount to a request that we give sustenance to a program which would benefit the totalitarian nations and which is in our opinion diametrically opposed to the best interests of democracy and labor throughout the world."

The question remains: How, then, did Curran get "elected" to the presidency of the CIO central body? Apparently, he was put over by the Commies, while the others were not looking. . . . * * *

Next, the *British Seamen's Union* protests statements by Curran to the effect that "foreign" (British) owners haven't been doing right by the sailors of Scandinavian, Dutch, Belgian, and other ships which no longer can go to their home ports. It is pointed out by them that Curran does not do much in the way of attacking the Nazi treatment of seamen from these countries. It is implied that Joe Stalin's deal with Adolf Hitler—which has never received a word of criticism from Curran or any other leader of the NMU—might have something to do with the apparently solicitous care with which "No Coffee Time" speaks up for these sailors.

It is undoubtedly true that the shipowners try to take advantage of the sad plight of the now homeless Dutch, Scandinavian and Belgian seamen. But Curran as their self-appointed protector is simply laughable. The only "seamen" that Curran ever protects are the little Stalinites whose shipping experience is restricted solely to fishing in troubled waters. . . . * * *

Finally, Sidney Hillman's Amalgamated Clothing Workers Union—mainstay of the CIO which refused to join the "Industrial Union Council" in New York City which elected Curran as president—has announced that at the forthcoming convention of the State CIO organization it will conduct a fight to "purge" the Commie

stooges, headed by "No Coffee Time."

In short, Curran has his hands full. As they say in the ads—such popularity must be deserved!

Is it any wonder that another one of those notorious funds has been established in the NMU—a "Send Curran to Congress" fund? If the above information serves as any kind of a gauge, it would seem that many in the NMU are willing to even give a dollar or two to send "No Coffee Time"—out of their sight. To Congress . . . anywhere . . . just as long as it's out of their sight!

'Times' Weeps Over Seamen's 'Romantic' Past

On the editorial page of the *New York Times* there is a column called "Topics of the Times." The job of this columnist seems to be to take some of the frown out of a page otherwise filled with sour-puss diatribes by the editor's staff. The "Times Topicker" rarely rises above a surly sneer, at that. However, it goes very well with the rest of the paper, which prides itself on the symmetry of its make-up.

One day, recently, our hoity-toity "Topicker" saw fit to crack a sneer at the men who sail the ships. Probably, out of sheer boredom. The occasion was the launching of the new cargo vessel *Sea Witch*. After some very laudatory remarks about the ship itself, he lets go of the following bit of tripe:

"Lord love us! What are these accommodations for the crew? Ice water fountains in the crew's alleyway? A dainty messroom for petty officers? A refined stateroom with cross-ventilation for the carpenter and the bosun? Fresh water showers? Hot and cold running water for the hard-shelled A.B.? Ho, for the life of a sailor!" Then he winds up:

"At four bells every night (the Captain) will tuck in His Grace the Bosun and His Lordship, the Carpenter. On the next voyage the American Pioneer Line expects to provide the crew with a hostess. There will be tiddly-winks and jackstraws in the crew's social hall after supper."

This lad apparently fears that seamen will go soft with a cool drink in tropic temperature and with fresh water to wash off the grime. He, himself, is among "the great unwashed," we suppose. * * *

Oh, for the good old romantic days, weeps he, when a seaman was just another beast of burden and narry a union around to make a squawk (and all the shipowners weep with him)! * * *

Well, we'll cheerfully leave such romance to the likes of the sturdy Topicker. We'll take unions—and ice water fountains, and hot and cold running water. And—electric fans to clear the air when a copy of the Times is around.

Looks like the announcement of "No Coffee Time" Joe's candidacy for Congress has unleashed a whole series of adverse votes for the NMU on the tankers. Or, maybe it's the other way around. Maybe, with all that's happening in these NLRB elections, Joe had BETTER try politics — and CONGRESSIONAL elections.