

Bill Would Put All Ships Under NLRB

Proposed Law Compels Maritime Commission To Recognize Unions.

WASHINGTON, D. C.—Congressman Wallgren of Washington last week put into the legislative hopper a bill calling for an amendment to the Copeland Laws requiring that subsidized ships and companies operating for the account of the Maritime Commission hire their crews from recognized labor unions.

The proposed law would place seamen on such vessels under the provisions of the NLRB, and would classify operators of such ships as employers for the purposes of the Labor Relations Act.

The Maritime Commission has bitterly opposed recognition of unions for bargaining on vessels operated by private contractors for the Commission's account. It is the Commission's stand that ships in this category have the same status as those operated by itself.

"Enactment of this bill will provide the remedy that maritime government agencies, other government agencies and bureaus dealing with labor problems, and labor organizations have been seeking to clarify the present doubtful status of seamen employed on ships operated temporarily for the account of the Maritime Commission," Mr. Wallgren said.

Mississippi Is Chiseling Into Men's Overtime

Committee Elected To Clarify Work Rules.

New Orleans—Overtime is still quite a bone of contention on lots of the rust pots termed ships sailing in these waters. The Mississippi Shipping Company has a lot of old-fashioned ideas about crews working "for Jesus." They have several clever schemes of chiseling; one is to work the old gag of "safety." The company contends on sailing day that decks must be cleared of dunnage for "safety of the passengers." This means that when sailing at 9:00 P.M.—and they usually do—that the watches on deck must work until 2:00 or 3:00 the following A.M.; and they claim it isn't overtime.

Another of their more objectionable habits is setting the watches after getting well out to sea or, in fact, at any time it suits the skipper. Watches are also broken in much the same manner. Our answer is to insist that, at least, watches must be both set and broken within the confines of a safe harbor.

Last Monday's meeting elected a committee from the floor to get after Mississippi Shipping for the purpose of clarifying working rules in the present agreement. The meeting also went on record demanding that all hands be used to raise and lower the gear. All ship's delegates have been so instructed.

The longshoremen here report they had no trouble on their own account this week, so it looks like this week will go down in history as something or other.

Latin American Solidarity Is Desired By AFL

Would Offset Nazi and Fascist Activities In Southern Republics.

Miami, Fla.—The Executive Council of the American Federation of Labor, in session here, considered the question of sending a commission to the Latin American countries to provide the basis for a Pan-American labor conference to combat Nazism and Fascism.

William Green, president of the A. F. of L., announced that the labor situation in Latin America came before the Executive Council in the recommendation by Santiago Iglesias, secretary of the old Pan-American Federation of Labor, and D. W. Tracy, president of the International Brotherhood of Electrical Workers, who was one of the American delegates to the recent conference at Lima, Peru.

Pointing out that the recommendations of Mr. Tracy and Mr. Iglesias were identical, Mr. Green said that a high official of the A. F. of L., who visited Mexico last Fall, had submitted a supplementary report on the labor situation in that country.

The proposed Pan-American conference would consider the labor, social, and economic problems of the two Americas, but particularly the problems in the nations south of the Rio Grande.

"The invasion of some Latin-American countries by Germans and Italians makes us apprehensive lest the Nazi-Fascist philosophy preached in these countries may affect us," Mr. Green said. "That is of deep concern to us. We are as much opposed to Nazism as to Fascism," he added.

Ryan Thanked For Support On Seatrails

NEW YORK.—In recognition of the solidarity among A. F. of L. maritime unions in the dispute with Seatrain Lines, the membership unanimously passed the following resolution in the Atlantic Headquarters meeting of February 14:

WHEREAS: A dispute of vital importance to the Seafarers' International Union reached a satisfactory conclusion whereby the Union's position is strengthened generally and has been established on the Seatrails in particular, and

WHEREAS: The outcome of this dispute was doubtful had not the other maritime crafts given unstinting cooperation to keep the Seatrain Havana tied up in the Port of New York, and the Seatrain New York tied up at New Orleans; Now, therefore, be it

RESOLVED: That the membership of the Seafarers' International Union of North America, in meeting assembled at the Port of New York, this fourteenth day of February, 1939, do hereby extend a vote of thanks to Joseph P. Ryan, President of the International Longshoremen's Association, to John and Jimmy Nolan, ILA representatives at Hoboken, N. J., to Walter Holt, Vice-President of the ILA, and to other representatives and the membership of the International Longshoremen's Association for their full support and other assistance of inestimable value in the dispute between this Union and the Seatrain Lines, Inc.

Tanker Sinks; Entire Crew Is Taken Off Ship

Grounded in Fog, Ship Floods As Heavy Seas Pound; Fire Menaces.

PROVIDENCE.—Nosing through a dense fog, the Texas Company tanker Lightburne grounded heavily on the shoals off Old Harbor Point, Block Island, at about 8:00 P.M., February 10. Heavy swells pounded the stranded vessel so badly that by midnight she flooded out and sank with poop awash. The stack and other deck structures remained above water. She is lying about a mile offshore.

Braving pounding seas and hampered by intermittent squalls and fog banks, Coast Guard surfmen took off the crew and officers without loss of life.

Next day, acres of floating gasoline leaking from the vessel took fire and sent up huge billows of smoke and flame for many hours, finally burning out. It is supposed the oil was ignited by a self-lighting flare of a life-ring torn free and swept off by boarding seas. The vessel was not touched by fire, but it is reported that flames came within fifty yards. That there was no explosion is laid to a strong offshore wind that carried the fire seaward.

The Lightburne was built at Bath, Me., in 1919. She measured 6,429 gross tons and was 416 feet long and fitted with 3,000 horsepower engines. Fears were expressed the ship will be a total loss. The tanker was bound from Port Arthur to Providence with 72,000 barrels of gasoline and kerosene.

Finn Seamen Dissatisfied With Rules

Union Would Change Manning Scale and Quality Ratings.

Amsterdam (I.T.F.)—In Finland a committee representative of the Government, the Seamen's Union and the ship-owners, has drawn up a proposal for statutory regulation of hours and manning aboard ships in the foreign and coastal trades.

The proposal is based on the Draft International Convention on Hours and Manning of the International Labor Conference. The committee's recommendations have been forwarded to the different bodies concerned.

The Seamen's Union consider the proposal inadequate in several respects. No provision is made, for instance, for dealing with the engine-room and stewards' departments. The union is demanding that the number of firemen be fixed at one per three tons of coal consumed daily in tropical zones and one per three and a half tons in temperate zones. It further desires specification of the number of cooks and of the minimum standards of qualification to be satisfied by that rating.

BOSTON.—This branch is vigorously demanding that the Social Security Act be extended so that merchant seamen can be entitled to benefits that wage workers ashore receive under existing provisions of the Act.

NMU Is Left Holding CIO Bag In The Gulf

Waterfront at New Orleans, 100% AFL As Last CIO Docks Are Taken Over by ILA; Teamsters in Hot Campaign.

COURT UPHOLDS HOMER MARTIN AGAINST CIO

DETROIT, Feb. 14 (U.P.)—Homer Martin won a court victory today in his fight to retain the presidency of the United Automobile Workers' Union.

Circuit Judge Dewitt H. Merriam granted his faction custody of the funds, property, and membership rolls of Plymouth Local 51, pending the outcome of the replevin suit.

Judge Merriam ruled, however, that he could not decide on permanent custody of the property "without taking testimony involving the union's factional difficulties."

The Plymouth local, one of the largest in the UAW, has been the battleground for much of the intra-union warfare. Martin removed the local's elected officers and appointed an administrator. The anti-Martin group, with the support of the CIO, ousted the administrator and reappointed the officers.

When Martin supporters seized the local's property and records, the CIO faction filed suit to have the property returned.

Earlier today Martin charged that Communism was spreading in the American Labor movement with the encouragement of John L. Lewis.

Crew Forces Needed Change On Plow City

Food and Quarters Are Brought To Standards Despite Skipper-Owner.

New Orleans, La.—Conditions on the palatial sulphur boat "Plow City" when she arrived here were about the lousiest seen in this port for a long time. Immediately upon arrival, the crew started putting in frantic phone calls for the Agent, Patrolman, or anyone who could remedy things.

The Finn went aboard and found she was crummy, hungry, and the quarters absolutely haywire. The mattresses were not fit for any use. Informed of this, the skipper called it "all a lot of lies," and claimed he bought \$13.65 (?) worth of stores at Tampa. Nor could the Old Man understand why things were crummy, claiming the quarters had been fumigated with sulphur during the last trip. He promised nothing further would be done.

Rather than sail a tub of this sort, the sailors said they'd quit. After much dickering, it was agreed that the vessel would be fumigated with cyanide, all mattresses renewed, and stores brought up to standards checked by SIU representatives. All tableware was checked and crockery dishes renewed to allow full mess seating. Additionally, fresh milk will be on the table.

Other work, such as renovating quarters, will be done at Norfolk. The vessel sailed with a satisfactory crew.

NEW ORLEANS.—The CIO is taking a terrible shellacking in this port and appears to be headed for certain oblivion. Recent gains made by various A. F. of L. affiliates shows that progress is well founded and is of a character to last for many years.

All twenty of the principal steamship lines out of here employ none but ILA longshoremen. The last major employer to get into line was Swayne & Hoyt, who came over after a five-day tie-up of their ships Point Brava and Point Chico.

Only the NMU is left on the front to uphold the CIO banner. It is claimed they will be entirely isolated from the local labor movement after the Teamsters' Union elections. "The only way the NMU can remain in the Gulf field is to assume the role of scabherder," asserted Roland Dean, SIU organizer. Already, reports from NMU men are showing that "the NMU is breaking down conditions to maintain their 'sacred' agreements," he adds.

SIU Is Determined

Dean declared, "The SIU and its allies are not going to allow any group of seamen to stand in the way and prevent formation of a solid front against the shipowners and their stooges in the Maritime Commission."

In compliance with the program of the A. F. of L. to thoroughly unionize the waterfront workers, the local Transportation, Building Trades, and Metal Trades councils have adopted the following program and widely circulated announcements in the city:

"On and after February 13 no cargo drayed by other than A. F. of L. truck drivers and helpers will be handled by any member of local unions affiliated to the above-mentioned councils and the American Federation of Labor.

"Attention of all teamsters and helpers is called to fact that longshoremen in the Port of New Orleans are one hundred per cent A. F. of L.

No Place For CIO

"We call particular attention to what happened to CIO longshoremen on the Gulf-Pacific docks and to the fact there is no longer a place for CIO longshoremen in New Orleans.

"Any driver or helper who refuses to go down the line with the program of the A. F. of L. and Truck Drivers' Local 207, will find himself isolated from the labor movement and with no place to work in New Orleans.

"Remember it is absolutely necessary that all drivers wear their union buttons and have a paid up membership book in their possession at all times. No cargo, of any description, will be received from any driver without his button and paid up book.

This program has been endorsed by the Seafarers' International Union, Gulf district, and by nine locals of the ILA ranging from general longshoremen to banana carriers and cotton compress workers. These unions compose the Marine Transportation council.

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OF NORTH AMERICA**

Affiliated with the American Federation of Labor

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Point of Information

The American Federation of Labor is not a union in the accepted sense, but a federation of unions, come together on a voluntary basis. It has no power other than that given to it by the scores of affiliated national and international unions.

These affiliates retain control of their internal affairs. They are the sole judge of their wage scales, working conditions, etc. Each has undisputed power to adjust industrial disputes in their respective jurisdictions and they are protected from invasion by rival organizations. All of this makes it impossible for any individual or group of individuals to gain dictatorial powers.

State and city central labor bodies, composed of representatives of local affiliates of national and international unions, are also affiliated with the American Federation of Labor, as are local unions in trades and callings where no national union exists. The American Federation of Labor binds this family of trade unions into a voluntary federation.

It depends on education and organization to develop new social viewpoints. It maintains intercommunication between affiliates, and is in constant correspondence with a corps of organizers and representatives throughout the country.

The American Federation of Labor guards the workers' interest in the national Congress and the state Legislatures. It indorses and protects in the name of labor. It has obtained relief from burdensome laws and governmental bureaucracy, as well as worked for and secured the passage of much legislation beneficial to all the people, such as Workmen's Compensation, free books for school children, mother's pensions, minimum wages and hours for women and minors, and many other laws too numerous to mention.

The trade or craft unions reflect, in organized form, the best thought, activities and hopes of the wage workers. The trade unions are exactly what the wage workers are and can be exactly what the wage workers please to make them—active or sluggish, intelligent or dull, narrow or broad-minded—just as the members are intelligent or otherwise.

But, regardless of which characteristic that has been predominant, the trade union has proved, through more than fifty years, to be the best protector of the American workers' interests.

The American Federation of Labor and the trade, or craft, unions are and always have been a factor in all social movements. The American Federation of Labor raises living standards and checks wage reductions. It not only discourages class consciousness, but encourages fraternity and fosters temperance and liberality.

Above all, the American Federation of Labor is an educational force. Its democracy is its distinctive characteristic. It ignores sectionalism. It knows no creed, sex or race.

DISPATCHERS' REPORTS

NEW ORLEANS.—Plenty of jobs, but with shipping only fair. Eighteen men went to regular shipboard jobs, while 28 of the boys got some good standby work and 40 made it longshoring.

BOSTON.—Shipping has been very slow, with only 22 men shipped in all departments since the first of the month. It is expected, however, that by March 1 hiring of crews for seasonal ships will begin. At present, 92 members are registered in the deck and engine departments.

BALTIMORE.—There was brisk shipping this week. Following table shows shipments and number of men registered:

	Shipped	On List
SIU	61	74
SUP	11	6
MPOW	12	15
Totals	84	95

NORFOLK.—Shipping was very poor in all departments this past week.

NEW YORK.—Shipping is considered normal for this time of year. It is expected that there will be a pick up between the first and fifteenth of March, when a large number of seasonal boats will call crews. A great part of the anticipated improvement will be felt in the Stewards' department. Figures for the week ending February 13 are tabulated below:

	Shipped	On List
Engine	20	84
Deck	26	48
Stewards (white)	8	38
Stewards (colored)	9	215
Totals	63	385

PHILADELPHIA.—Things are rather slow, with only 18 men in all departments shipped during the week. There were eleven new registrations.

PROVIDENCE, R. I.—Shipping is beginning to come through the Hall in gratifying amounts. During the past week seven men shipped to deck jobs, one man went in the steward's department, three of the gang got on the point of production via the engine room.

"NOTICE"

Will the A.B. who was working on deck of the "Robert E. Lee" when the line parted at the after windlass while we were shutting the after port-side cargo port while at Norfolk, on or about October 2, 1938, please communicate with me, from now until March 15, 1939, at the Marine Hospital, Stapleton, Staten Island.

After March 15, 1939, you may reach me in care of Room 3006, 80 Broad Street, New York City.

HENRY S. BARCLAY.

SPORTS NOTE

Angus Bandenicks looped ashore from the freighter Everolanda, docked at Cardiff recently, and made off with a full-size locomotive. He opened the throttle and proceeded down the line until stopped by automatic block signals. A magistrate heard him explain he didn't know what happened because he'd been "plenty drunk," then fined him a couple of pounds.

Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment-card from the Dispatcher at the Union hall.

HOMER MARTIN FLAYS J. L. LEWIS

Extracts from a letter written by Homer Martin, President of the UAW, to John L. Lewis, head of the CIO, are interesting, instructive and revealing. Martin has been a member of the CIO executive board. He is resigning from that post, and in his letter of resignation to Lewis the following charges and condemnations stand out. Said Martin to Lewis:

"As an advocate of democratic principles in the labor movement, I can no longer subscribe to the policies and tactics you have resorted to . . ."

"We are forced to the conclusion that whatever lip-service you may have paid to these principles — in practice, you have utterly repudiated them."

"You are unable to rise above your personal ambitions and dictator complex . . ."

"It is clear now that you have lost sight of the basic ideals of the labor movement and have given yourself over to a policy of rule or ruin."

"You have adopted the methods of your Stalinist allies . . . ; downright misrepresentation and falsehood."

"There has not been a blacker chapter in the annals of American labor than that written by you and your agents."

A Beautiful Mess

When thieves fall out then murder will out. A few weeks ago we predicted that the impending elections in the NMU would uncover as mad a scramble for pie as has ever been witnessed in the American labor movement. We only had to wait until the Jan. 27 issue of the Pilot came out to find our prediction verified. But we also fear that another Detroit is in the making.

Following up Curran's opening attack against the unnamed but very well known opposition to his automat sailors, an auditing committee takes up over two pages in the Pilot to continue the campaign under the heading of making its report. The report should not only prove interesting to the membership but very educational, even though it will not be news to a great many.

The auditing committee, consisting of former officials of the NMU who failed to be re-elected in the last election and several more disgruntled elements, were prompted to expose the mess in which the NMU now finds itself not because of any desire to serve the best interests of the union, but to discredit certain officials. That these officials who are attacked, can stand discrediting, because of their own action, is plainly evident.

Forgetting America's No. 1 Clown Joseph's constant reports of how stable the NMU was and how smoothly the organization was running, the committee contradicts as follows: "That the union is heavier in debt than ever. Behind this bankruptcy is a story of waste, incompetency, and in some cases, practically criminal inefficiency and neglect." These are their own words.

Being used to NMU scandals we could not get overly excited at this latest one. For months and months the 'West Coast Sailors' has pointed out this truth and the very people who are now making these charges were the ones who denounced us the loudest. It has always been easy for NMU officials when replying to our charges to repeat stupidly a few of the old hackneyed phrases about the finky AFL, sell-out-artists, etc. But what is the membership of the NMU going to think now when their own committee says things much stronger than we were ever tempted to?

The whole report is full of serious indictments against the officials of the NMU with several important omissions. It goes out of its way to point out how blameless Curran is and a few more of his well known associates. The reason for this is very plain. It is the beginning of election propaganda and pretty soon the whole truth will come out when the other side starts doing its stuff.

But the absolving of Curran in-

trigues us. Here is a president of a union who meets regularly with the other officials and at least should know a little bit about what is going on in his own organization. And yet, all this time he has issued reports telling what a splendid condition the NMU was in. For the committee to say Joe is not responsible is about equivalent to the arguments we heard about Harding and Coolidge being clear of the Teapot Dome scandal because they had not been directly involved. Those arguments, then, did not take in the average high school kid, who was at all interested in what was going on, and we feel sure that very few of the NMU rank and file will fall for the committee's whitewashing of Curran.

Let us even give "big time" Joe the benefit of the doubt and say he did not know how criminally wasteful his colleagues were with the union's funds as the auditing committee tries to imply, then we would like to know just how has Joe been spending his time? Surely, it is not too much to expect the head of an organization to know a few things about what is going on in his own union! We feel safe in saying that the NMU rank and file will think the same way.

One of the members of the committee had resigned in protest against the insincerity of the other members as well as the failure of a majority of them in attending meetings of the committee. Br. Burch, the dissenting member, attacked the report as follows:

"I am wondering by what right and entitlement then that the remaining five members of the committee brought in a report when at least two of them had no right to sign it because of non-attendance and when at least two more certainly had, not the moral right to sign it because of the biased attitude since the report was on those who were their opponents in the elections. It is written in the philosophy of justice, that he who would seek justice must come before the bar with clean hands; yet we find that former reports on Brother Byne, (one of the auditing committee) charge him with the same faults that he now charges others."

This truth would never have come out but for the Curranskites fearing their cut in the pie is being jeopardized, if and when they get back control. As things are going now, we will be interested to hear from the other side and then we'll know a few more things that have been withheld. It will not be surprising to us if another Auto Workers' fiasco is in the making, but fortunately, the seamen will find their position stronger because there is an industrial union in the field that will be able to take up their fight.

Conditions On Lakes Reported By Organizers

NMU Has "Con" Game, Is Claim; Canadian Seamen Hold Conclave.

DETROIT, Feb. 14.—It is too early to make predictions about how shipping on the Lakes will be this year, but all signs and indications show it will be a whole lot better than last year. Some ships have already started to fit out, and we expect some of the automobile ferries to be running by the latter part of March.

At present, the only ships operating are the railway car-ferries. They employ somewhere in the neighborhood of 600 men. These ferries operate under agreements signed by the three former district unions of the ISU, but now amalgamated under the banner of the SIU. The trouble on the car-ferries is that they have been told they come under the Railway Labor Act and do not have to belong to any union. The result is that quite a few of the men have dropped behind in their dues, and can't by any stretch of imagination be called members of the Union.

Ferries Chiseling

A more serious situation has arisen in which the railroad companies are starting to chisel on the agreement. They are laying down some very strict company rules. If a man violates these rules, he is stiffly penalized by lay-offs; so many days for each offense.

All this could have been avoided if the men had stood by their Union. The only way it can be remedied is to get back into the Union, and lay down some rules of their own.

Of course, this has given the "unity boys" a chance to come into the field with their usual ballyhoo about how wonderful everything will be if the men will only join the NMU. A letter sent out by our old "friend," Ralph Rogers, tells the men to merely sign a card and then he will "fix" everything. Nothing for the men to do; nothing to pay; just leave it all to Rogers and MISTER Stone, and things will be hunky dory. It's just like an advertisement for a confidence game.

NMU Tactics Disliked

We don't think the seamen up here will be easily fooled as Comrades Rogers and Stone seem to think. The men still remember when the NMU stung them for two dollars, then made them pay another eight dollars, and then numerous assessments. Furthermore, it is believed the men realize they will have to do something for themselves as the only way they will ever better their conditions.

A great trouble is that, in the past, the membership left everything in the hands of the officials. Meetings were rarely held. The men are as much to blame for this as are the officials. We now have meetings in Detroit twice a month, since most of the men live out of town and it is practically impossible for them to attend every week. As soon as traffic begins and the men start coming into port we will have weekly meetings like other districts of the SIU.

Canadians Enthused

The Canadian Seamen's Union is having its Third Annual Convention at Windsor (across the river) and I had the pleasure of attending their opening session. I spoke to the delegates in behalf of the Seafarers and our policy was enthusiastically received and approved. The Canadian seamen have gotten a charter from the SIU and are determined to go places. They believe we are here to stay and build a strong seamen's union.

Fraternally,

RAGNVALD JOHANSEN,
Lakes Organizer.

Ship From the Union Hall.
Defeat The Fink Halls.

AFL BACKS REFUGEES PROPOSAL

Children Under 14 Years Age Would Be Rescued From Dictator Lands.

Miami, Fla. (AFLWNS) — The Executive Council of the American Federation of Labor, in session here, endorsed proposed national legislation designed to permit 10,000 refugee children from Central European countries dominated by the Nazi dictatorship to come to the United States under the supervision of the Quaker Relief Organization.

In announcing the decision of the Executive Council, William Green, president of the Federation, said the members of the Council felt because of humanitarian reasons they could not oppose the idea of helping young children to escape from Nazi persecution and find homes in the United States, especially as the proposal did not mean modification of the immigration statutes affecting adults.

"The children are to be from all denominations, Catholic, Protestant and Jewish," he continued. "The only requisite is that they be refugees. The arrangement provides that they be placed in private homes and that those who give them homes agree that they shall not become public charges."

"The Executive Council," Mr. Green said, "was forced to keep in mind the unemployment situation here and the application of our immigration statutes. We could not favor any plan which either directly or by implication would modify the restrictive sections of our immigration statutes. This plan doesn't provide for any change in the statutes. As for my personal viewpoint, I am mighty sentimental."

Dockers Strike In Jamaica Ports

NEW ORLEANS.—Longshoremen throughout Jamaica are reported to be on strike as a result of the United Fruit Company's refusal to fire a non-union man at the banana docks at Montego Bay. Other demands are not known. Ships are tied up without cargo and docks are piled high with fruit and other commodities.

Troops have been mobilized by order of His Majesty's Governor and a condition bordering on martial law prevails on waterfronts of the principal towns on the Island, sketchy reports indicate.

SUSPENSIONS

(Continued from Page 3)

their relation to Joseph P. Ryan was that of legitimate cooperation with ILA delegates in union matters of mutual concern.

Charges were then preferred against Murphy for "fraternizing with officials of the reorganized ISU, an organization dual to the Seafarers' International Union, and for bringing unsubstantiated charges against Union members and officials."

It was clearly shown that Murphy has been hanging around the offices opened by Gus Brown, Grange, Angle, and Reynolds. These discredited characters have been attempting to revive the putrid carcass of the defunct International Seamen's Union. Murphy admitted consorting with Brown and Reynolds. That he was guilty of the second count had been amply demonstrated in the meeting. He was found guilty and placed under suspension for 99 years and a day.

Powers and Murphy may apply for a place on the shipping list on February 15, 2038.

New York. — The Shepard liner Sage Brush, 5565 gross tons, bound from the Pacific Coast to New York, via way ports, put into Manzanillo, Mexico, last Tuesday with fire in the hold, according to advices from the master to company agents here.

FROM I.W.W. DOWN TO C.I.O. OR, WHAT NEXT?

By ORA A. KRESS

In 1905, there was an "historic" meeting in Indianapolis, Ind.—a meeting which its sponsors confidently believed was to seal the doom of the American Federation of Labor and mark the beginning of a "new era" in relation between Industry and Labor.

These sponsors were gentlemen answering to the names of Eugene Victor Debs, Daniel De Leon, John Sherman and—for good measure—a few representatives of the Western Federation of Miners whose names have since been forgotten.

The outcome of their deliberations and labors was the Industrial Workers of the World, which was to organize all wage earners under the "industrial union" plan, including, of course, those in the "mass production" industries of that period.

The I.W.W. campaign, at the outset, aroused a certain amount of interest, even as has been shown in the current C.I.O. Figuring prominently in the effort to stir up sentiment among unorganized workers was a barrage of vilification of the American Federation, just as is now being attempted by the C.I.O.

Here and there certain progress was made in grouping workers into five or six general divisions, a la C.I.O. A few agreements were obtained from a few industries. Extravagant claims of big gains were issued in extravagant manner by I.W.W. leaders. The American Federation of Labor, if one would have believed their statements, was on the way out—definitely!

But, where is the I.W.W. today—the I.W.W. that was the luckless result of the merger of the preceding Socialist Trades and Labor Alliance of Daniel De Leon, the Allied Mechanics of John Sherman, the American Railway Union of Eugene V. Debs, and the Western Miners?

All failed because of their inability to give protection to their members and to control them or their activities. In other words, they were founded on a theory basically unsound and were unable to function successfully.

Even prior to the formation of the American Federation of Labor in 1881, there had been an attempt to unionize workers through the industrial form of organization. This was done in the name of the old Knights of Labor of Terrance Vincent Powderly, "General Master Workman."

The Knights struggled along for a few years, only to see the American Federation of Labor, with its trade or craft style of organization become steadily more powerful. After the formation of the American Railway Union by Debs in 1893, but little was heard of the Knights of Labor as the foremost exponent of the left-wing industrial union idea. That distinction fell to Debs, and Debs fell in the Pullman strike, after having attained a membership of probably 150,000 for his American Railway Union.

Will history repeat itself in the case of the similar C.I.O.? Will this organization even be considered by historians of the future as a labor movement or the more or less legitimate successor to such combination political-economic upheavals as the short-lived Union for Social Justice or the late Huey Long's "Share the Wealth" scheme?

On that latter question, there may be some doubt, but of the future of the American Federation of Labor—an organization that has functioned successfully since 1881, raising living standards in this country to the highest level in the world and which has shaken off not only the C.I.O. but a half dozen or more earlier radical assaults on its prestige—the answer is clear. It will continue to stand as the real champion of the American working man and woman and will play an increasingly active part in the sound evolution of still better wage and working conditions.

SWEDISH UNION SIGNS AGREEMENT

Goteberg (I.T.F.) — The new collective agreement signed for Swedish seamen, with effect until January 31, 1940, maintains existing conditions practically unchanged. In the matter of holidays with pay, however, the provisions have been adjusted to the new act of June 17, 1938 on the subject, which represents an improvement for the seamen.

Under the old agreement they were entitled to a seven-day holiday with wages and 15 crowns subsistence allowance. Now they will get a twelve-day holiday with a subsistence allowance of 1.90 crowns per day.

Try Roller Skates

The following appears in the minutes of the last regular meeting at Philadelphia:

"Moved and seconded that we non-concur with the motion in the Baltimore minutes pertaining to the purchase of an automobile. Carried.

"Moved and seconded that since Baltimore wants transportation, and in order to keep Philadelphia from scabbing on other ports, that this port be furnished a bicycle built-for-two, with only one set of pedals since Patrolman Collins has enough push to act as outboard-motor to get himself and the Agent around the waterfront. Carried unanimously."

N. Y. Meet Asks Lower Hospital Entry Demands

Claims Time Limit On Eligibility Too Short For Present Times.

The following resolution was adopted at New York on Feb. 14, 1939:

WHEREAS: Under present rulings at Marine Hospitals, seamen are denied admission for hospitalization after expiration of sixty days from the date of their last discharge, and WHEREAS: Bona-fide seamen, through no fault of their own, are unable to obtain employment—especially at this time—over periods longer than those allowed by the hospital authorities; Now, therefore, be it

RESOLVED: That a communication be sent to the proper authorities in Washington demanding that this condition be remedied and to institute regulations which will allow for a period of at least six months unemployment, so that seamen may better be able to obtain the benefit of hospitalization and treatment that is their due when sick, and which is too often denied.

New Shipyard In Northwest Is Rumored

Todd War-Time Plant At Tacoma To Be Rebuilt, Say Reports.

SEATTLE.—The Todd Shipyards Corporation is reported considering re-establishing its building shops and ways at Tacoma. Todd's operate a dry dock and repair yard at Seattle, but during the great war-time shipbuilding boom they turned out a large number of vessels at Tacoma to order of the Shipping Board. Most of these ships were towed to Seattle to have the finishing touches put on.

It is reported that Todd Corporation agents have been visiting the site of the old yard with erection of a modern plant in view. General opinion is that they are going to bid for some of the new construction being pushed by government.

ALL HANDS LOST

NEW YORK.—The British freighter Maria de Larrinaga, 4,988 tons, bound from Galveston with wheat for Cobh (Queenstown) is reported to have sunk with loss of all hands about 1,500 miles east of New York on the afternoon of February 10.

Heavy seas and blinding snow squalls driven by a Northwest gale seriously hindered vessels responding to S.O.S. calls. Trans-Atlantic liners reported the sea was strewn with hatch covers, oars, ladders, and other wreckage at the position last given by the ill-fated steamer. Search for survivors was abandoned only after darkness set in.

New Quarters For Hastings

Waterman Will Build New Deckhouse To Increase Space.

Mobile—Plans are being made to erect a new after-deck house on the Hastings to increase the accommodations. It is proposed to have four rooms, three to be occupied by an oiler and a watertender each, and the other assigned to the Bo's'n. The house will also have a washroom of sufficient capacity for its occupants.

Port'sle space aboard the Hastings has been considered inadequate for some time, according to Wm. Ross, local SIU agent. It is thought the improvements can be made within a trip or so, at which time schedules will allow a sufficient period in port.