

## Vigilance Needed To Protect Halls

### We Purchase More War Bonds

(This resolution was passed last Monday night up and down the coast by membership vote.)

#### RESOLUTION

August 19, 1943.

WHEREAS: The Atlantic & Gulf District of the Seafarers International Union of North America has in the Hospital, Burial, and General Funds more than sufficient cash to meet the ordinary disbursements required of these funds, and

WHEREAS: This cash is lying idle in the bank, and

WHEREAS: United States Defense Bonds constitute the safest investment in the world, the entire integrity of the government being their guarantee, and

WHEREAS: The government has urgent need of this money to finance a war in which our members are front line fighters, therefore be it

RESOLVED: That the Secretary-Treasurer of the Atlantic and Gulf District be instructed to withdraw \$15,000 from the General Fund and \$10,160 from the Hospital and Burial Fund, and with this money purchase war bonds, and be it further

RESOLVED: That a banking committee of 3 men be elected at the New York Branch meeting to go with the Secretary-Treasurer to deposit these bonds in the safe deposit box. These bonds shall be examined by each Quarterly Finance Committee.

Herbert Messervy, No. 2076  
John D. Lewis, No. 477  
John Smalls, No. 22163

### AFL Opens Political Campaign

CHICAGO, Ill.—The American Federation of Labor has launched a nation-wide political drive to elect members of Congress in 1944 who are friendly to labor's cause. President William Green announced that the Executive Council had authorized a concerted campaign to get out the labor vote in every city. Instructions will be sent to all affiliated unions including city central bodies and State Federations, to see to it that all AFL members register in accordance with local laws so that they may be eligible to vote. Likewise, local campaign committees will be under orders to follow up on the membership and make certain they go to the polls on election day.

A national, non-partisan political committee will be set up in Washington to check the records of all candidates for public office and to decide whether the AFL will endorse or oppose them in accordance with their attitude on labor questions.

This committee will be composed of President Green, Secretary-Treasurer George Meany and the legislative representatives on the AFL staff.

### Wooden Lifeboats Banned On Tankers

Installation of wooden lifeboats on tankers was prohibited by the Coast Guard yesterday in an order effective September 1. After that date all lifeboats installed on tankers must be constructed of metal.

### High Praise For SIU Crew Comes From Skipper

Seafarers International Union  
Gentlemen:

I am not the kind of man that looks for praise, but when I do a job well, I sometimes like to be commended. And in as much as when a crew gets out of line there is plenty of noise in general, I think that it should be fair to commend a crew when it stays in line.

I have just brought the S.S. Sarazen in with a full SIU crew and I thought that I would show my appreciation by commending the entire crew. I have been going to sea for the past twenty-two years. I have sailed in the foc's'l, in every department of the unlicensed personnel. I have sailed as officer with crews from every organization, including the Shipping Board and non-union ships. And I can truthfully say that the crew of the Sarazen was the most efficient and reliable crew that I have ever sailed with. If the SIU keeps putting out crews like this, they have reached the aim to make seamanship an honorable and respectable vocation which it rightfully should be.

I have endeavored to do my part, and the crew and officers have shown their appreciation by cooperation. If we keep this cooperation going together, we can keep them sailing.

Steady as she goes,

CAPT. H. E. HELLER,  
S.S. Sarazen.

### Founder Of Labor Day Receives Annual Honor

Early in May of 1882 the newly formed Central Labor Union of New York City was holding a meeting that would have been forgotten decades ago but for one piece of business transacted on that occasion. At that meeting Labor Day was born.

Among those present at the meeting was a man in his middle thirties named Peter J. McGuire. A native of New York City, he had gone to work in a dry goods store while still a child. Later he had been apprenticed to the carpenter's trade, and at the age of twenty he had become a union man.

It was McGuire who sent out a call for a conference of representatives of the various scattered groups of organized carpenters. This conference, staged at Chicago, established the United Brotherhood of Carpenters and Joiners, now known as one of the largest and strongest of American trade unions. McGuire had long thought that a day should be set aside to honor "those who from rude nature have delved and carved all the comfort and grandeur we behold."

So, on the eighth of May of the year 1882, he stood up before his fellow-delegates at the meeting of the Central Labor Union and proposed that one day in the year should be designated as a general holiday for the toiling



PETER J. MCGUIRE

millions. This day, he suggested, should be known as Labor Day.

The delegate from the Chicago Trades and Labor Assembly, A. C. Cameron, proposed and the convention adopted the following:

"Resolved, That the first Monday in September of each year be set apart as a laborers' national holiday, and that we recommend its observance by all wake workers, irrespective of sex, calling or nationality."

**Keep In Touch With  
Your Local Draft Board.**

By John Hawk

(The following instructions were sent to all branch Agents by the Secretary-Treasurer, and are being printed in the LOG because of the importance that each SIU man understand fully the positions of the Union on such questions as the RMO trainees, fink halls, pier head jumps, etc.)

Let's not forget for one moment that one of the main points that the Sailors Union of the Pacific fought hardest for and won in the Pacific Coast Strikes of 1934, 1936 and 1937 was the abolishment of the Pacific American Shipowners Fink hall, and after that was accomplished they blocked the setting up of Government Fink halls on the Pacific Coast in order to preserve their own Union hiring hall. And let us not forget that militant union seamen gave their lives, and have stood many long cold and hungry picket watches in order to make possible the SUP and the SIU, of today with its own Union hiring halls and the best working conditions in the history of the Maritime Industry.

#### MAIN LIFELINE

Our main life line is our hiring hall, all our contracts with the shipowners call for a closed shop which means that every unlicensed job aboard contracted ships shall be filled from our Union hiring halls. At times, we might not have enough of our own members in a certain port to fill all jobs, however, ratings with the exception of messmen, ordinary seamen and wipers, arrangements can be made with the operators at their expense to transport rated men from one of our Branches to another if the rated men are available in other Branches. In any event, when an Agent cannot supply a crew through the above sources, he can call the RMO and they will send their trainees or misfits to our Union hall to be dispatched to a ship. The Union has the right to reject any man the

(Continued on Page 4)

### Far-Fetched Ruse To Ban Union Buttons

A brand new wrinkle in employer arguments against workers wearing union buttons, was put forward by the Campbell Soup Company.

The management of the company's Chicago plant claimed the buttons might "fall into the soup" and thus "contaminate" the product. It sought to ban them on that ground.

Rejecting that argument, the War Labor Board specifically authorized the wearing of buttons, but added that both sides should by collective bargaining agree on a type that could not fall off.

### No Victory Tax Levied On Transportation Money

In a letter to SIU Washington Representative Matthew Dushane, Internal Revenue Commissioner Guy T. Helvering ruled officially that shipowners are not to deduct the 5% Victory Tax from the transportation money paid crews.

The Commissioner made it clear, however, that transportation money must be included in the gross income of the seamen when filing income returns at the end of the year.

The text of the letter follows:

#### TREASURY DEPARTMENT

Washington, D. C.

August 19, 1943

Mr. Matthew Dushane,  
Washington Representative  
Seafarers Int. Union &  
The Sailors Union of the Pacific  
424-5th St., N. W.

Washington, D. C.  
Sir:

Reference is made to your letter dated June 15, 1943, regarding a ruling with respect to the withholding of the 5 percent victory tax under the circumstances stated therein which, briefly, are as follows:

The Sudden and Christenson steamship company of San Francisco, California, operates the steamship W. R. Howells. The vessels articles terminated in the port of New York. Under the terms of an agreement between the Sailors Union of the Pacific and the American Steamship owners, of which the Sudden and Christenson steamship company is a member. Any seamen who signs on a vessel on the Pacific

(Continued on Page 2)

# SEAFARERS LOG

Published by the  
**SEAFARERS' INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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**JOHN HAWK** - - - - - *Secy-Treas.*  
 P. O. Box 25, Station P., New York City

**MATTHEW DUSHANE** - - - *Washington Rep.*  
 424 5th Street, N. W., Washington, D. C.

## Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	Bowling Green 9-3430
	Deck & Engine Dispatcher	Bowling Green 9-6786
	Steward Dispatcher	Bowling Green 9-3437
	Agent	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

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# REPORT ON WASHINGTON

BY MATTHEW DUSHANE

## NATIONAL WAR LABOR BOARD

On July 8, 1943, the Board set up a panel for the maritime industry. This panel is known as the War Shipping Panel and shall have jurisdiction over all cases involving the personnel of relief and regular crews employed on all ships, dry cargo, tankers, barges and towboats, engaged in offshore, coastwise, harbor, and inland waterways.

The panel consists of six members, two from labor, two from the employers, and two shall represent the public. The board may also appoint alternates.

The two labor members are yours truly, representing the AFL and Bjorne Halling representing the CIO. Both the AFL and the CIO have alternates on the panel. The board states that cases shall be heard as follows: "THE LABOR MEMBER OF THE PANEL SITTING IN EACH CASE SHALL BE A MEMBER CHOSEN FROM THE CRAFT OR INDUSTRIAL GROUP INVOLVED BEFORE THE PANEL, OR SUCH LABOR MEMBER AS HE MAY DESIGNATE."

This panel is only an advisory panel, and can only make recommendations to the NWLB on all applications for wage and salary adjustments and on all labor disputes referred to it.

The panel met on August 16, 17, and 18, and handled fifty cases that were on the agenda. The cases involved Union and non-Union requests for adjustments.

The determination for all settlements depends on executive order No. 9328, copies of which are being sent to the respective

headquarters of the union. The main effect of executive order No. 9328 in the maritime industry in the offshore and coastwise trade, is that it sets up a supposedly standard scale of wages—its effect on the SIU Atlantic and Gulf agreements is in that some of them do not come under what is generally termed as the standard, and are above the code of standard wages.

Example: In the Waterman and other agreements the AB's quartermasters receive \$110.00 per month, the majority of all the other agreements in the industry the AB's receive \$100.00 per month. If the SIU or any other Union negotiate an agreement with the operators, and they both reach an agreement whereby the AB's are to receive \$110.00 per month, the wage rate under executive order No. 9328 would not be approved by the Board, and the best that the AB's would get would be \$100.00 per month. Of course the labor member would approve of the negotiated rate of \$110, but the Board would turn it down.

It can readily be seen that in the interest of future organization and expansion of both the SUP and the SIU, that in all future agreements that they negotiate, they limit their demands to the employers to the standard agreements that they now have in effect. The SUP has a standard agreement so they would not encounter any difficulties in having the Board approve of any new agreements that they may negotiate in the future. However the SIU would be stymied by the Board if they negotiated a wage agreement similar to the wages of the Waterman and other com-

panies whereby the AB's would receive \$110.00 per month. There is nothing that I nor any one else sitting on a panel can do that can upset this ruling, unless the President issues a new executive order. This does not mean that AB's who now receive \$110.00 per month on some ships will not receive it in the future, this order only applies to new agreements, that may be submitted to the Board.

The majority of the employees of the NWLB are members of the CIO, and from all indications the SUP and the SIU are being given the works on the QT by some of the employees. For instance, the SIU signed an agreement with Smith & Johnson on the 28th of January, 1943. The company submitted the contract to the WSA, which was approved by them and sent to the NWLB for their approval. This contract was not on the agenda, and the staff member who handles the cases stated that this case was not through being processed, and was not ready. The SUP also has cases here for approval and yours truly was given the same answer on them, although the CIO and several non union cases that were submitted to the Board after the SUP and SIU cases were submitted, were on the agenda and some non union cases were classed as emergency cases and were given priority. They were sent in as late as August 3rd to the board for approval.

### LEGISLATION:

This completes the history of the gallant fight led by Andrew Furuseth for seamen's rights, and the action that was taken at the

(Continued on Page 3)

## No Victory Tax Levied On Transportation Money

(Continued from Page 1)

Coast and is discharged on the Atlantic Coast, or vice versa, is entitled to transportation back to the port of employment. Pursuant thereto each member of the crew of such vessel was paid the sum of \$125.00 to cover the cost of transportation and subsistence from New York to San Francisco.

The withholding for victory tax for purposes prescribed by section 466 of the internal revenue code, as amended by the revenue act of 1942, is applicable to "wages", which are defined in section 465(b) to mean "all remuneration \*\*\* for services performed by an employee for his employer, \*\*\* Section 19.465 (c) of regulation 103 further provides with respect to "wages."

"Traveling and other expenses—amounts paid or reimbursements made to employees specifically for traveling or other expenses incurred in the business of the employer are not subject to withholding."

It is the opinion of this office that the amounts payable to discharged seamen under the provisions of the contracts outlined above are paid for expenses incurred in the business of the employer and do not constitute remuneration for services or "wages" within the meaning of the code or regulations. Therefore such payments are not subject to withholding for victory

tax purposes. Furthermore, under the comparable definition of "Wages" which is found in section 1621 (a) of the internal revenue code and the regulations applicable thereto, it is also believed that similar payments, which may be made subsequent to the effective date of the current tax payments act of 1943, are not includible in "wages" within the meaning of the Act.

However, the amounts so paid must be included in the gross income of the seamen when filing income victory tax returns for the taxable year in which they are received, and the seamen will be entitled to deductions on such returns for the amounts actually expended during the taxable year in returning to the port of employment.

Respectfully,  
**GUY T. HELVERING,**  
 Commissioner

## Personals

**RONALD EDNIE**

Stop in and see the Secretary-Treasurer next time you are in New York City.

Keep In Touch With Your Local Draft Board.



Freddy Benson, SIU old timer known to hundreds of seamen up and down the Atlantic, is traveling in high society these days. He spent a few weeks at the USS rest home in Gladstone, N. J., and was on hand when the Duke and Duchess of Windsor came out to see how the other half lives. Freddie is third from the left, the guy almost resting his chin on the Duchess' shoulder. "So I says to the Duchess . . ."

## ATLANTIC AND GULF SHIPPING FOR WEEK OF AUG. 9 TO 14 INCLUSIVE

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	282	243	219	744
REGISTERED	250	231	127	608

WHAT'S DOING

# Around the Ports

## BALTIMORE

Just about the time you get in the rut in this business, something happens to jerk you out again. The beefs, growls, real and imaginary, are the expected lot of our local trio—Brothers, Dickey, McCaulley, and yours truly Flanagan. Along with crew's quarters, grub, and milk, the current major issue seems to be this new rider 64 issued by the WSA. A little birdie whom is well up on maritime law has informed me this rider is more or less illegal, as it is contrary to the wording of the law pertaining to the allowed period of paying off.

The biggest jolt we got this week was when our dispatcher, Bill Attwood, received an order for an entire crew for the SS. John J. Hawk. The natural reaction to this was to be insulted as the ship was an infamous Iron Maiden (Liberty Ship). So we get our wires hot checking up on the authenticity of this attack on our venerated Scratch, (Sec'y-Treas.) and were relieved to be informed that an error was made in reference to the name of the vessel. I withdrew our demand for an apology from the WSA and Calmar Line, but informed them to never scare us that way again, and if they wanted to insult all big shots like Charlie Schwab and such it was O.K., but never to desecrate our Scratch's name on that type of ship.

As we understand it the Victory ships are due to be under construction soon and in view of the fact that the plans for them are supposed to be at least in accordance with an American idea of what a ship should be like. We suggest they all be named after our seamen whom have lost their lives through enemy action instead of some politician or useless money monger. The ship owners can at least show that much deference for these heroes all.

Narrow-minded Westbrook Pegler is at it again. He takes a couple of isolated cases of misconduct by crew members to use as a basis of calling all seamen, particularly American seamen, TRASH. I would like to invite this jerk to make a trip on one of these ships as member of the crew or even as a passenger. I don't think he would work up enough courage to do so. I don't even think he would have enough backbone to work in some war industry. Mr. Pegler, this country doesn't need useless jerks like you to write trash. You can't help to win this war by sitting on your fannies and criticizing the real backbone of this war effort. So nerts, Mr. Pegler, to you.

JOSEPH FLANAGAN  
Agent

## MOBILE

Well, Brothers it seems like we struck the doldrums in this port as far as shipping goes.

But here is a little item I want printed in a conspicuous place for the benefit of the men. The monopolistic capitalistic publication

known as the Mobile Press-Register on Sunday, August 8th, 1943, carried this item in a very inconspicuous place. Now brothers this paper is one of the most, if not the most, erratic reactionary publication in the nation today. I am going to give you one little sentence from the letter and you will readily understand why the article was handled the way it was.

The letter was from Captain Walter C. Ernest, Jr., serving in the New Guinea in the United States Army, to Representative Frank Boykin, United States Congress, his cousin. Capt. Ernest stated in the letter that he had taken one Engineer company and built a dock to work all five hatches of a Liberty ship. He also stated in the letter: "Oh yes, I must tell you that one Sunday the ship had turkey for dinner, ice cream, etc. The sailors went out on deck and each one picked out a soldier who was working the cargo and gave him his own place at the table and the sailors went without dinner. These were the sailors of the merchant marine, the same old sailors down on Government Street in Mobile. Don't you think that was a wonderful gesture toward the service? I happened to be a guest of the Captain for dinner and that was how I knew it. So the Sailors Union isn't so bad after all and I can vouch for it."

You can readily understand why any letters with words of that nature was printed in a very inconspicuous place of any Publication as reactionary as the Press-Register. This letter was too significant to get any publicity in the Capitalist press. So brothers from here on in you may as well prepare yourselves for any eventuality that may confront you.

OLDEN BANKS, Agent

## GALVESTON

What is this Fakeroo Curran coming to? Give him an inch: Joe Curran far left leader of the NMU has a new idea. He wants the government to take up the seamen's papers who have been suspended by the NMU for what he calls misconduct. By suspending a union member, old "Keep 'Em Sailing Joe" can deprive him of working rights wherever the NMU has contracts. But now he (Curran who was against this war until his pal Mustache Joe in Russia was attacked) wants some of the fellow moscovietes in Washington to give him a hand to set ashore everywhere any seaman whose conduct offends old Hamhead Curran.

Well, the NMU in Galveston has started the ball rolling, none other than a lady seaman as dispatcher.

Brother J. P. Schuler, who is well known by the membership, has arrived in Texas ports aboard a ship that the crew states is the best feeder afloat today. He wants Casey Jones to leave Collins in control of Philadelphia, and fly down here to join his ship. Here is a note that was handed to me by the crew of the S.S. ....

"Re. Austin Brown shipped from the RMO, New Orleans, La. Brothers: The above mentioned Austin Brown has just completed a trip aboard the S.S. .... and has proved to be the lousiest man that has ever been or will be shipmates with. In port he stays drunk all the time, and at sea he sucks to make up for lost time. If he gets a book there is no use of ever having another investigating committee."

Twelve full book members signed the letter, which is being sent to headquarters. Have two new ships out at the end of the month. Need good men.

E. R. WALLACE, Agent

# MONEY DUE

Crew of S.S. Able Stearns can collect port bonus for Sydney. See Captain Respass, Bull Line, New York City.

J. Pantoja has money coming from the Bull Line for the last voyage of the Eleanor.

The following crew members of the S.S. Ironclad have bonus money coming from the Waterman Line: L. Hall, A. DeFelice, E. Bright, J. Lafaso, J. Narovas, G. Small, J. Naylor, J. McKenna, and E. Talbot.

INGEBRITSEN: You have 61 hours overtime coming from the Robin Line.

McLAUGHLIN: You have 8 hours overtime coming from the Robin Line.

Any members of crews of following vessels at time of attack, should collect \$125 attack bonus from companies: Benjamin Latrobe, Robin Gray, Panama City, Richard Henry Lee, John Davenport, Pan Gulf, Kofresi, John Sevens, Francis Marion.

## KEEP CLEAR WITH YOUR DRAFT BOARD

By observing the following simple instructions you will continue to receive deferment from military service. Fail to observe these rules and you may wind up in the army.

**WHEN SIGNING ON:** Give the clerk or skipper all the information necessary to fill out RMO Card No. 47 (Green Card).

**WHEN SIGNING OFF:** See that Card No. 48-A is properly filled out by skipper or clerk.

Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.

# Washington Report

(Continued from Page 2)  
conventions of the American Federation of Labor.

1915

THE SEAMEN'S BILL WAS PASSED BY CONGRESS AND SIGNED BY THE PRESIDENT. This measure marks a great forward step in the march of human freedom and progress. It removes the last vestige of involuntary servitude from the laws of the U.S. It is one of the first measures that the AFL urged Congress to enact into law. It will improve the working conditions of the seamen. Opportunities for organization will be extended, seamen in other countries will enjoy its beneficent influence, the general public who travel on the high seas will be afforded a larger measure of safety provisions.

We feel confident in asserting that the passage of this wise and necessary legislation by the Sixty Third Congress was one of its distinctions. Nevertheless, we find it to be a painful duty to call attention to the fact that a great danger still confronts this valuable piece of legislation. The cupidity and greed of not only the shipping interests of the U.S. but the shipping interests of the whole maritime world are so aroused that they will leave no stone unturned nor hesitate to stoop to any subterfuge to defeat the law and the wise, humanitarian and safety provisions that it contains. A continuous, persistent campaign has been made against the measure by the great financial interests of the nation under the management of the Chamber of Commerce.

The national Chamber of Commerce submitted for referendum vote of its six hundred affiliated local Chambers of Commerce, and other trade bodies representing some 300,000 business men, several propositions, including the following "Subsidies from the government sufficient to offset differences in the cost between operation of vessels under the American flag, and operation in the same deep sea trades under foreign flags." The vote upon these propositions was overwhelmingly in favor of the one quoted. It is therefore necessary that our membership be alert to the dangers confronting the people of the U. S., because there is no question that the vested interests will exert themselves to the fullest extent to defeat the meritorious principles contained in the seamen's act.

The licensed officers bill also becomes a law. It affords greater protection to officers in the merchant marine when complying with their necessary public duty in reporting defects in their vessels to the proper federal inspection officials. The act also more clearly defines and extends the right to licensed officers in the merchant marine to quit the services of the shipowner at the expiration of their contract without intimidation or risk of imprisonment. It is believed that all of the former elements of compulsion on the part of the shipowners against the licensed officers have been removed by the passage of this measure. This act is a valuable addition to the legislation contained in the act protecting the rights of seafaring men and extending greater safety measures for those who go down to the sea in ships.

Although the seamen's law was enacted after twenty years agitation, during which time it was endorsed in the platform of the two great political parties, attempts were already being made for its discredit and repeal. The law was supposed to have gone into effect November 4th. The shipowners had eight months to prepare, and nothing was done until three days before that time. The law provides for issuing certificates to able seamen. No certificates were issued until within four or five days of the 4th of November. This caused a tremendous congestion in the different seaports, of men who wanted to obtain certificates. As a result of that, or for some other reason, the examinations as to physical fitness did not work altogether well or even reasonably satisfactorily in some places. In other places it seems to be going along pretty smoothly. When the law shall have been in operation long enough so that the smaller officials shall be prepared to carry it out in an honest and faithful way, it will probably prove the most successful legislation that has been adopted in half a century.

1918

The Shipping Board Emergency Fleet Corporation, fully appreciative of the fact that workers must be dealt with as human beings, reached the conclusion that labor managers must deal with the shipping employees in an intelligent manner and thereby reduce the turnover and the causes of discontent and friction. Under the agreement between the seamen's union and the shipping board, schools for training of men who wish to become seamen have been established. However, this plan has met with difficulty as certain shipping companies have refused to employ these men even after they have been trained, although the members of the seamen's union have asked that places be made for these men.

1919

Two bills proposing to strike out sections 4 and 5 of the seamen's act was protested against by the AFL. Both failed of passage. Called upon the committee on merchant marine and fisheries to investigate violations of the seamen's act and take such steps as would compel its enforcement.



- EDWIN L. WEAVER
- EUGENE C. RICHEY
- CLIFFORD F. GRIFFEN
- RICHARD D. FRANKHAUSER
- SAMUEL A. FOWLER
- FRANKLIN G. HENDERSON
- LESLIE B. REED
- FRANK GREENE
- JAMES THOMPSON
- LEROY LONNON
- WILLIE SMITH
- WILLIE NELSON
- WILLIAM BAKER
- JOSE HERNANDEZ
- ARTHUR YOUNG
- THOMAS W. DIMMWIDE
- G. KING
- G. KASE
- J. CLAHERTY
- W. CHAWONICE

# Vigilance Needed To Protect Halls

## Union Or Collection Agency—Which?



for snipping, paid fine, 6/24/43.  
 Villacieto, E. S. — 1715 — Okayed for shipping, 6/30/43.  
 Wash... stayed shipping, 6/11/43.  
**Charges Filed, Trials Pending, Decisions of Trial Committees, etc.**  
 Baresic, Frank—Contact National Treasurer before registering or shipping regarding \$125 owed Lykes Brothers.  
 Barker, William—Charges: Anti-union conduct; refused to pay dues.  
 Not to be issued a union book or shipped through NMU.  
 Beer, H. W.—8892—Charges: Deserted ship after signing foreign articles. Action: 6 months' probation; allowed to return to new ship in six months since he wasn't at the trial.  
 Behmer, George S.—Contact National Treasurer before registering or shipping regarding \$125 owed Lykes Brothers.  
 Bisquerra, Amada — 61309 — Charges: Inefficiency and... for one year; during probation to obtain letter from ship's committee regarding work and conduct.  
 Bodenes, J.—Tripcard... through NMU.  
 Boone, Kirby D.—Contact National Treasurer before registering or shipping regarding \$125 owed Lykes Brothers.  
 Brinton, Charles—38737—Charges: Conduct unbecoming a union member; did not do his work; drummed out of ship without leave. Action: Expelled indefinitely from Union.  
 Formerly not com to carry Chute, W... to be office before Port Ag... re charges. ... Condon, George E.—Charges: Re... while on SS Birch... act National... ang or ship... Refused contract sued ur through Macka... national T... ship... Lykes E... Attach... cause... bation... Coast... ship... used... Birch... shipped... union... Man...  
 Lee, C...  
 National...  
 Refused...  
 contract...  
 sued ur...  
 through...  
 Macka...  
 national T...  
 ship...  
 Lykes E...  
 Attach...  
 cause...  
 bation...  
 Coast...  
 ship...  
 used...  
 Birch...  
 shipped...  
 union...  
 Man...  
 Vincent Walter J.—Contact Na...  
 Treasurer before registering...  
 \$125 owed...  
 Deserling vessel after signing...  
 foreign articles. Action: 6 months' pro...  
 bation.  
 Wilkie, E. J.—Contact National...  
 Treasurer before registering...  
 regarding \$1.50 owed Na...  
 Willney, Virgil—Contact National...  
 Treasurer before registering...  
 regarding \$125 owed Lykes...  
 Wilson, L. A.—15775—Contact Na...  
 Office before registering...  
 regarding \$125 owed Lykes...  
 John—Charges...  
 Action: Not to be shipped...  
 NMU or issued union book.

Believe it or not, seamen in the NMU are being prevented from shipping out if they owe the shipowner dough. Take a look at the above clippings—and they are only part of what appeared in the Aug. 20th issues of THE PILOT. In all, 28 men were listed to be beached if they didn't pay off the shipowner. Several of them owed as little as \$1.50.  
 Just what in hell is this NMU—a trade union or a collection agency for the shipowner? Curran and his cabal are trying to get the check-off from the shipowners. It looks like the shipowners already have the check-off from the union.

Dear Editor:  
 Here is a little article I read in an AFL paper which I think it would be wise to print. All the brothers should call it to the attention of the WSA trainees when they ride our ships. It has some good common sense in it.  
 Yours,  
 R. G. L.  
 Would you give odds of a thousand to one against yourself?  
 No?  
 Well, you're doing it when you "buck the boss" alone.  
 Here you are, one of a thousand employees under one management. Your pay, we'll say, averages \$1,200 a year. But the corporation is capitalized at, we'll say, two or three or four millions of dollars and is paying, let us suppose, five, six, seven or eight per cent on its capitalization.  
 If it is run on conventional business principles, it has a "back log" of half a million or more. That is, theoretically, to provide for dull business periods, etc. Actually it is seldom needed for those dull business periods, for then wages are slashed, help is ruthlessly laid off, and expenses are cut in many other ways—all of which result in unemployment.  
**YOUR GRUB STAKE**  
 You, unorganized, have perhaps been so thrifty as to have

## Editor's Mail Bag

a month's pay saved up; perhaps even two or three hundred dollars in the bank — if so, you're the lucky exception — probably you're just a hop, skip and jump ahead of three or four installment collectors.  
 So what? So, the boss decides to cut your pay—just as you expected a raise—or he decides after consulting a "deficiency engineer" to make two persons do three persons' work, or he finds business is too good and orders you to work overtime with no extra pay or at the regular drawing for your daily eight hours.  
**TRUMP TAKES ACE**  
 What can YOU do? He has a backlog of half a million dollars; you may, as we said, have as much as a hundred for your little old ace in the hole!  
 What'll chance have you got? You are a free-born American citizen; you can tell the son of a packsaddle that he is a son of a packsaddle and then quit. Sure! It may cost him a few nickels to break in somebody to take your place—and how these capital-management boys can squawk about the "cost of labor

turnover," and how much it takes out of the corporation bankroll to train new help! But he'll stick to his "principles" and tell you to go to hell.  
 Which you may do—go to the hell of the jobless and broke—for the old days of easy-to-get jobs have gone. Oh, yes! Today if you're in a town full of war industries and you're not "frozen," it's fairly easy to get something else to do; but, remember, that's purely, even damnably, temporary.  
 When this war is over, we'll go back more or less to things as they were in the "dirty thirties," as they even were in the early twenties.  
 So, you see, the odds against you are at least a thousand to one. You—poor little you, with your hundred bucks — are up against a bankroll of two or three millions, with half a million or so handy just to "take care" of little things like you.  
**BE A BLUE CHIP**  
 But, suppose you join a union! Then you are not one little white chip up against a big stack of blues—you are part of a big

(Continued from Page 1)  
 RMO sends and can call for another man in the rejected man's place.  
 Every Agent should check the discharges of men other than trainees that the RMO send to them, because here is where the RMO stooges for the NMU and there are plenty of them in this outfit, sneak over their dirty work on the SIU by sending NMU commies to us or directly to the ship to disrupt the ship and attempt to organize the crew, this is exactly what happened on the 2 ships that paid off here with the NMU organizers aboard. The RMO slid these men through when our Agents were not on the job.  
**JERK ALL PHONIES**  
 On examining a guy's discharges you can get a line on a guy if he looks the least fishy. The Agent should immediately reject him. It might be a better policy to reject every man that the RMO sends to the Union except bonifide trainees. At least we know the trainee isn't a fink or disrupter and we have a chance of making him a good Union man and a good seaman. On the other hand, any guy that's been around the waterfront a year or more knows what the score is and if he continues to ship out the RMO Fink hall he is a fink at heart and he is a detriment to us, therefore, we don't want that type.  
 One thing for all Agents to remember is that the RMO fink hall is supposed only to supplement the Union hiring hall manpower needs and also the manpower needs of non-union companies such as Isthmian and Standard Oil.  
 Of course, I know that some RMO officials try to impress the Union officials that the Union Hiring halls are supplementary

to the RMO Fink hall. And in most every port you can take it for granted that they are making every sneak move that they can with the hope of eventually undermining breaking the Union in order that their fink halls and their fink herding jobs will be sure.  
**ALL THROUGH HALL**  
 There is no excuse for allowing the RMO to dispatch men directly to our ships at anytime. It is up to every Agent to be on his toes to safeguard our hiring hall rights by demanding that the companies live up to their agreements and order all men through our Union hiring halls. If we need RMO men then the Agent can order the men from the RMO directly with the absolute understanding with the RMO that they are to send the men to our Union Hall and we will dispatch the men to the ships. If the Company or the RMO dispatch men directly to a ship, take these men off the ship and make them go to the Union Hall if you see fit to clear these men or else reject them and chase them off the ship.  
 The ships generally sail in convoy now days and are in port long enough so that plenty of time is available to crew up even if you have to fill up with trainees. Don't let the RMO hold you off for a pier head that is one of their main angles to look for the excuse that our hall was closed. For they know that once their trainee is shipped through our Union hall that man is lost to them and 9 chances out of 10 he will become a member of this Union.  
 Bring it to the attention of the members that it is their duty as well as the ship's delegate to make sure that all crew members of the ship they are on have cleared through the Union hall and if not notify the local Branch Agent.  
**DOUBLE CHECK**  
 Do your duty and make it your business to see that all replacements for SIU and SUP ships in your port are shipped and cleared through our Union hall.  
 Every month the RMO sends out figures on the number of Able Seamen, Oilers, Firemen and Cooks, etc., that they have dispatcher to SIU ships. In order to check on the accuracy of their figures, I am hereby requesting that every branch Agent forward to me weekly the RMO shipping cards that they give to each man that they dispatch to our Halls.  
**FDR Puts Teeth**  
 WASHINGTON, D. C.—President Roosevelt imposed sanctions against unions refusing to comply with decisions of the National War Labor Board.  
 In the case of labor refusing to comply with WLB directives, the Selective Service System was authorized to cancel draft deferments of recalcitrant individual employees. Power was also granted to withhold in escrow union dues collected under union agreements by employers in plants seized by the Government because of strikes.  
 The latter provision was widely interpreted as an attempt to forestall any further strike action by the United Mine Workers Union whose case is still pending before the War Labor Board.

stack of blues yourself. You have a trained man to fight for your rights. You have two or three hundred, or perhaps a thousand fellow "chips" in the stack, all bound together by the powerful tie of labor unionism.  
 Behind you there is a collective bankroll, amassed from the initiation fees and dues you and your fellow workers have paid into the local's treasury.  
 When trouble comes you carry your "beef" to the union's business agent. He goes to see the boss—or ex-boss, as the case may be—and says:  
 "See here, mister! You can't do that to a member of Local 1313!"  
 And if the Big Boss Man gets all swelled up and says, "Why not?"—why, then, the business agent gets him told, and in no uncertain terms.  
 "Because," he says, "I'm not just speaking for Bill Jones. I'm speaking for all of the thousand members of Local 1313 who are employed here. Either you give Bill a square deal or else—!"  
 Then Bill gets a square deal because the odds were even instead of a thousand to one.  
 That's why you, brothers and sisters, are better off in the union, and that's why your fellow workers who are now unorganized are fools to give odds when they could have an even break.