

## EASTERN STRIKE ACTION CONSIDERED

### CANADIAN LAKES SEAMEN WIN INCREASE

#### STRIKE ENDS

Returning to work under protest, but with a \$7.50 increase in pay, the Canadian Seamen's Union, an American Federation of Labor affiliate, removed pickets from Canadian ships last Monday and prepared to return to work.

One of the conditions of the return was that an impartial arbitrator be appointed by the Labor Minister to meet with one representing the Union to iron out other disputes.

Agents of the Union were dissatisfied with the arrangement, and said they were accepting it under protest, but that the Labor Minister, Norman McLarty, had threatened to bring the War Measures Act into force if the strikers refused to arbitrate.

Previously the shipowners had announced that thousands of men were rushing to their offices to take over the scab jobs, this being one way of avoiding military service, as seamen working on ships carrying war materials are not subject to being drafted.

When the scabs were counted up it was discovered that there were only enough to crew three ships, so no attempt was made to sail them.

The Union has demanded that a representative of the Labor Ministry, the Union and an impartial judge be appointed and that negotiations be started immediately.

### New Range Line Agreement Ready

#### Death Delays Signing

Recent Range Line negotiations, which had apparently been successfully terminated, were halted temporarily by the sudden and unfortunate death of John C. Rogers, President of the Company, on April 9th.

Inasmuch as the late Mr. Rogers had represented the American Range Line, Inc. during negotiations with Union officials, it became necessary to re-submit the negotiated agreement to his successors in office. The appointment of his successor, with the authority to negotiate and sign agreements in the name of the Company, has necessarily delayed the actual signing of the new agreement.

The Union's negotiating committee, consisting of Secretary-Treasurer John Hawk, International Representative Matthew Dushane, Philadelphia Agent Harry Collins, and Patrolman Joseph Flanagan, expects to be able to present a signed agreement to the membership within the next few days. As the agreement now stands, a number of improvements have been secured, as compared with the previous contract with the Range Line.

The proposed agreement, which has yet to be signed by the Company, contains a clause which states that the agreement, to be binding and effective, must first be ratified by the membership of the Union.

### Congress Considers Action on Laid- Up Ships

#### TO CHARTER OR SELL

Washington, April 24 — The House Merchant Marine Committee urged speedy action on the Buck resolution which would suspend prohibitions on sale or charter of the Government's laid-up fleet.

Amendments have been urged to the Buck resolution which will prohibit award of subsidy to a vessel which will compete with a previous established ship or line, unless additional tonnage is needed; prohibit sale or charter of the vessels for operation on a service, route or line served by the United States citizens, which would be in addition to existing service unless it has been determined, through hearings, that the existing service is inadequate; provide that disposition of the ships be limited to charters terminating when the President proclaims the end of the war, so that they would be returned to the laid-up fleet; provide that where additional tonnage is to be allowed on a particular route, line or service, it be offered under competitive bids from the existing operators there.

West Coast lumber interests, a number of shippers from the Hampton Roads area, coal interests and many others have joined Congressmen in urging the enactment of the Buck resolution.

### EASTERN STEAMSHIP REJECTS CREWS' PROPOSALS

#### Company Tries New Gag -- Demands SIU Post \$25,000 Performance Bond

Accompanied by a membership negotiating committee, Secretary-Treasurer John Hawk met with officials of the Eastern Steamship Company on Wednesday, April 17th, to discuss proposed amendments to the present Eastern agreement, scheduled to expire May 15th of this year. Representing the Union at the conference were John Hawk, Boston Agent John Mogan, Patrolmen Samuel Bayne and Vincent Yakavonis, with Brothers H. J. Mohr, H. J. Flaherty, and S. Greenridge sitting in as observers. The committee for the Company consisted of Vice-President Irving, Port Captains Litchfield and Mulholland, Port Engineer Gowdy, Port Stewards O'Brian and McVey, and Secretary Norton.

Immediately after calling the meeting to order, Secretary-Treasurer Hawk proceeded to the business at hand with the statement that the committee representing the Union was at the conference to discuss the proposed amendments and clarifications to the present agreement which had been submitted by the crews manning the Eastern vessels. At this point, the accepted procedure of most negotiations was suddenly discarded, positions were reversed, and the Company officials assumed the attitude that they, and not the men on the ships, were the ones with grievances to air and demands to submit!

### COLONIAL LINE NEGOTIATIONS UNDER WAY

New York, April 24 — Negotiations with the Colonial Navigation Company were opened today when the first conference between Union and Company officials took place at the Company offices, regarding proposed amendments to the present Colonial Line agreement.

Union officials, headed by Secretary-Treasurer John Hawk, submitted the proposed changes drawn up by the crews aboard the Colonial Line ships to J. B. Dunbaugh, President of the Company.

The Company requested, and was granted, a few days grace in which to study the proposals as presented by the Union's representatives. The next conference is scheduled for Saturday, April 27th.

Upon the completion of negotiations a detailed report will be submitted to the membership for action thereon.

### Great Lakes Season Opens Officially

BUFFALO, N. Y., April 15 — The Great Lakes navigation season opened officially today, but a fleet of some ninety freighters, surrounded by Lake Erie ice fields, were tied up here, awaiting thawing weather.

Robert Lovelace, manager of the Great Lakes Towing Company, estimated it would take "at least one week of warm weather to break the Lake Erie ice pack and allow for mass movement of vessels."

Vice-President Irving declared flatly that the Company would under no circumstances negotiate the proposals of the Union, and that was that! On the contrary, Irving continued, the Company took the stand that they would absolutely refuse to sign a new agreement with the SIU unless both parties would post a \$25,000 bond to guarantee strict adherence to each clause and section of the agreement, in addition to which the Company would then insist that the Union submit to their proposals regarding the new agreement.

The Union negotiating committee, unshaken by the new wrinkle of a cash surety bond introduced by the Eastern, refused to even consider such an unprecedented company demand, and pointed out that, in addition to their being violently opposed to setting any such precedent, the agreement itself contained adequate arbitration provisions to insure prompt settlement of any and all differences between the Union and the Company. The Union's committee asserted that the arbitration clauses in the agreement obviated the necessity of posting a bond to guarantee adherence to the contract, and strong emphasis was laid on the fact that the Union itself had never refused to refer a disputed issue to such arbitration.

After a brief recess, the discussion was resumed, with the Union representatives exerting the utmost patience to avoid deadlocking negotiations. Finally, the Company condescended to meet the Union half-way, and took up the proposals regarding the new agreement submitted by the membership. Section after section was considered, with the Company rejecting each as it came up, either on some trivial technicality or on the grounds that such particular section would entail additional expense to the Company. At long last, the Company officials were forced to admit that there was little sense in taking up the proposals of the Engine and Stewards.

## SIU AGAINST GOVERNMENT SETTING MINIMUM WAGE SCALE FOR SEAMEN

### NMU EFFORTS THWARTED - WAGE ISSUE KILLED

The attempt by the N.M.U. to have the Government set a minimum wage scale, and to set working conditions was slapped flat by the combined action of the Sailors Union of the Pacific, the Seafarers International Union and the C.T.U. (Radio) when the Maritime Commission refused to attempt to set minimum wage scales.

After signing sell-out agreements with the shipowners giving the latter the right to ship off the dock, make their own conditions, and give the seamen a general pushing around for the next TWO YEARS, the N.M.U. called upon the government to help them out.

On March 25th the Seafarers International Union of North America received a letter from the United States Maritime Commission stating that they had been requested by the National Maritime Union and the National Organization Masters, Mates & Pilots of America to hold public hearings on the question of the setting of a minimum wage scale and minimum working conditions for American seamen.

In reply to the letter from the United States Maritime Commission the following letter was sent to Daniel S. Ring, Director, Division of Maritime Personnel:

Daniel S. Ring, Director  
Division of Maritime Personnel  
United States Maritime  
Commission,  
Washington, D.C.

Dear Sir:

The Seafarers International Union

of North America, Atlantic and Gulf Districts, representing approximately 12,000 seamen, wishes to go on record as being strenuously opposed to the setting of a minimum wage scale and working conditions for seamen by the United States Maritime Commission or any other government bureau.

There is always the danger that

the minimum will become the maximum and thus impair the chances of the seamen, thru collective bargaining with their employer, to secure a wage scale and working conditions higher than that set by any government bureau as a minimum.

We are positive in our assertion that no government bureau would set a minimum wage scale as high as that which can be obtained by the seamen thru just demands and their economic power to secure such.

In our opinion, should any government bureau establish a minimum wage scale for seamen that in reality would result in the minimum wage scale becoming the maximum wage scale, it would mean nothing short of a permanent wage scale being established that was perpetuated by the government. This obviously is contrary to the meaning of the

(Continued on Page Four)



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Affiliated with the American Federation of Labor

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## A BOOMERANG

The drive now being conducted by the N.M.U. on "unorganized" ships operating under contract to the S.I.U. is having a boomerang effect.

While the N.M.U. issues broadsides of leaflets informing members of the crews that they may take out the phony dollar books in the greatest of secrecy, without any one finding it out until 'The Day', hundreds of their own men are being turned away from S.I.U. offices. Men who walk boldly in, with no attempt at secrecy, and announce their desire to transfer into a debt free, democratic organization.

It is no secret that the N.M.U. is in desperate financial straits. They have to be with a weekly pay roll exceeding \$6,000, and an income that has shrunk to almost nothing. It is certain that the Commie Party can't continue putting hundreds of thousands of dollars into the organization unless something is forthcoming.

At the present time the N.M.U. have also no ships or jobs. Their men hang around the beach months on end, hoping for something to turn up, but the only news they get is that another contract line has been forced to tie up, due to war conditions, with hundreds more on the beach.

These men can't pay dues, and dues are the life blood of any organization. Without money to work with the structure must fold up. And with no solid foundation, no one to go to the front for the man on the ships, first class working conditions will quickly revert to those of twenty years ago.

As a matter of fact conditions are getting that way now on N.M.U. ships. In agreements recently signed by the N.M.U. the right of rotary shipping, job control and shipping through union halls was handed back to the shipowner on a silver platter.

In the same contract it says that no overtime may be collected until the man has worked 8 hours. In short the 4 to 8 watch may be required to work right through to eight o'clock in port on arrival day without payment of overtime.

The present S.I.U. agreements are by far the best on the East coast. Absolute job control with shipping through the hall. The companies are allowed to ship a few so-called 'key men', such as Chief Stewards by selection, but these men MUST be cleared through the Union hall.

## NMU "PILE IT" NEVER LEARNS

It's only a slip of the tongue, but let's get it all straightened out. On the front page of the latest Pile-it, members of the S.I.U. are constantly referred to as "unorganized seamen". On page 9 of the same issue, in a dispatch from Detroit the following appears: "A special meeting held March 9th, brought out a good crowd of Detroit seamen, including some from S.I.U. ships sitting out in the port and SOME FROM UNORGANIZED SHIPS."

A year ago all S.I.U. men were scabs and finks, according to the N.M.U. Today the Pile-it fairly drips tears for us and invites us to come into the fold. FOR ONLY ONE LITTLE BUCK.

Ho, hum,

## ANTI-PICKETING LAWS DECLARED UNCONSTITUTIONAL

### SUPREME COURT RULES

The United States Supreme Court handed down decisions on April 22nd holding unconstitutional Alabama and California anti-picketing laws and ordinances.

These decisions went far beyond upholding labor's right to peaceful picketing, and comes at a time when most needed; for it's evident now, more than ever before, that labor unions, in order to secure recognition, better wages and working conditions, have to resort to the picket line method rather than appealing to the slow moving National Labor Relations Board.

Organized workers will probably have to rely on the strike and picket line method to secure their just rights and demands should the next Congress, if not this session, emasculate the Wagner law and the Wage-Hour law.

## N.Y. PATROLMAN TAKES OFFICE

Brother Douglas Muncaster, the duly elected New York Joint Patrolman, arrived from Africa on the S.S. Greylock and no time was lost in ushering him into his new capacity.

The oath of office was taken by Brother Muncaster at the regular Headquarters' business meeting. Members of the S.I.U. are urgently requested to give their fullest cooperation to Brother Muncaster whenever they come in contact with him. Needless to say, this is Brother Muncaster's first time out as a union representative and he will need the support of every member. Remember good union representatives are made and not born.

## WAR EFFECTS NMU BUT NOT SIU

While the neutrality act has thrown thousands of American seamen out of work, it has had little or no effect on the seamen engaged on board ships operating under agreement with the Seafarers International Union while on the other hand, the National Maritime Union has felt the brunt end of it.

Steamship companies operating ships on European runs have been the stronghold of the National Maritime Union and with most European ports now closed to American ships, the NMU is finding itself with many of its members on the beach without any future possibility of securing employment. It appears that the positions of the S.I.U. and NMU are being fast reversed.

Steamship companies under agreement with the S.I.U. have mostly been engaged in coastwise and intercoastal trade. These companies, following the outbreak of the war, took over most of the business in the Central and South American trades when the foreign ships were forced to withdraw. This has resulted in somewhat of a shortage of rated seamen such as able seamen, oilers and machinists. This is in direct contrast to the position of the NMU today.

## Baltimore Highlights

Baltimore, Md. April 23, 1940—Shipping continues good, out of this port. During the past week 112 brothers shipped and 86 registered. The high number of men registered shows good cooperation among the different branches; unless members had come in from the other ports to fill up the lists, the branch would have had a difficult time filling the jobs. This is especially true of A.B.'s and it is hoped we have enough on hand for crewing up next week's ships. Crewing up of the Schodack was accomplished without a hitch with the Sarcophagus to follow at the end of this week. The Coelada of the same Line will not be ready until the end of May. Rumor has it that Ocean Dominion and Waterman Lines are bidding for the last twelve USMC ships put up for sale, and it looks like the organization is in for a busy summer.

The Coastwise Lines, excepting Merchant's and Miners, are in full service. Bull Line has avoided the usual seasonal lay-up with business down the coast and throughout the Island keeping up at a high rate. Both Ore Steamship and Calmar also continue on regular schedule with no prospects of any tie-ups. South Atlantic Line, which makes Baltimore its pay-off port, has the Tulsa and Fluorspar in this week with the Sacarrapa going to Philadelphia. The Line's six ships will all be under Isthmian charter soon. The Delbrail of Mississippi Line is nearing completion and it is hoped to have her on her trials by the end of May. The Seatrain Texas should be ready in Philadelphia about May 15th. Some talk of running her sister ship the Seatrain New Jersey out of Baltimore. Bethlehem shipyard will launch another of the new high speed tankers for Esso next week and the yard is building another set of ways to accommodate the heavy demand for new ships.

Scarcity of ships has hit several American Lines hard recently, especially in the Gulf, and it is hoped that some sort of deal can be made with Norwegian or Danish owners to transfer some of their ships. High insurance rates makes it cheaper for the shipper to use American flag ships now and the U.S. Merchant Marine is fast approaching a second to none status.

The NMU drive on this waterfront has slacked off somewhat. The NMU representatives are giving it up as a bad job with no takers at even a dollar per book. If the NMU would pay some attention to the members they have instead of trying to find other suckers they might be able to

keep their organization going for a little while longer. As it is; while they are on the waterfront trying to sell books at a dollar their own members are haunting the S.I.U. Hall trying to get membership at the usual \$16.50 rate.

All of the CIO unions on the waterfront are flopping miserably these days with the ARTA radio operators giving up the ghost altogether after CTU's recent victories in Isthmian, Socony Vacuum and Cities Service. The ILA and Teamster's Union's instead of suffering from the CIO drive are stronger than ever and on the East Coast the CIO, in exact figures, control only three percent of all maritime workers. The attempt of some of the CIO unions to sign five year agreements is a good indication of the desperate attempt they are making to hold the little bit they have left.

**BRIEFS:** Resignation of Brother Tom Hipple as black gang patrolman put Brother W. L. Zimmers in this post temporarily. Baltimore Patrolmen are now: Brother R. E. Dickey for the Deck department; Brother John Vechio for the Stewards; and Brother W. L. Zimmers for the Engine Room men. . . . Brother Elkins continues his good work as agent which job has always been a large headache in this port and any port for that matter. . . . Brother Wm. (the shadow) McKay is still around these parts lending his assistance in various matters affecting the Union. . . . Our thanks to the crews of the Massmar and Carrabulle for their donations to the LOG; also to Brother Clarkson for his donation of five dollars for cigarettes for the boys in the hospital. . . . The branch's fight to have a veterans hospital built in this area so that there will be more room for seamen in the local Marine Hospital, has been won. . . . The NMU have asked the Maritime Commission for a hearing on minimum rates for seamen aboard MC ships. It's something new in the history of maritime labor for a union to ask a government bureau to set seamen's wages. Old Andy Furness would have had something extremely pertinent to say about a phony move like that. . . . An article in a local rag says that Columbus's sailors were paid at the rate of \$2.50 per month. We didn't know there was a NMU in these days. . . . What happened to all these Maritime Commission training school ideas. Maybe Congress is getting wise to the fact that they were spending the people's money to provide vacations and sea-cruises for college boys, etc., who never had any intention of taking up the seafaring life.

## HONOR ROLL

Crew of S.S. Arizpa .....	\$13.00
Crew of S.S. Sea train Havana .....	12.40
Crew of S.S. Barbara .....	1.00
Crew of S.S. Carolyn .....	6.90
Crew of S.S. Massmar .....	3.30
J. H. Edwards .....	.50
J. H. Nelson .....	1.00
Frank Garthoffner .....	1.00
J. Barone .....	1.00
L. Vatland .....	.50
H. A. DeMay .....	1.00
Ray Kegeweis .....	.50
Tarleton .....	.50
McVeheath .....	1.00

The Seafarers' International Union of North America most heartily thanks the above donators for their financial contributions toward the support of the "LOG."



# FACTS EVERY SEAMEN SHOULD KNOW

## NMU EXPOSED FOR WHAT IT IS WORTH - NOTHING!

After glancing over the Capitalist Press releases and all the ballyhoo being released by Curran and the Commie Controlled N.M.U. (C.I.O.) in their desperate attempt to take over the Waterman and Mississippi ships we have decided to publish the following true facts in order to refresh the memory of real Union Seamen.

### The Deal

1. After a few trips to Washington in 1937, just who instructed their membership to accept the COPELAND FINK BOOK with the statement that they would be burned on the White House steps at a later date? This happened right at the time the fight was won by the real Rank and File Seamen and appears to be a deal to save some one's face in Washington, D. C. We are still waiting for the bonfire.

2. After a few closed door conferences in Washington, D. C. in 1938, we ask again, just who instructed their membership to crash the picket lines of bona fide Rank and File Seamen in New York and Register in the Maritime Commission Fink Halls in order to ship out? This dose of salts was handed to the N.M.U. membership with the explanation that it was necessary to do this in order to get aboard the Maritime Commission ships. However, we would like to bring out the fact that the Maritime Commission ships in Seattle took their crews through the regular channels which are our Union Halls, and this after the ships had already been manned by FINKS (N.M.U.) on the East Coast. These orders were given to the N.M.U. membership, if you recall, just at the point where the fight was won and the big guns in Washington were ready to give up their scheme to force the Seamen BACK INTO SLAVERY.

The morale of the men on the Picket Lines at this time was better than ever before and they were getting financial and moral support from every source imaginable to put up a fight to the finish. Practically every Labor Organization and State Federation of Labor in the U.S.A. was on the record to back these boys to the limit in their fight, but with certain victory in their hands the N.M.U. Officialdom made a hurried trip to Washington, which changed the entire picture for Seamen on the East Coast. A deal was made to save the face of the Big Guns in Washington again, and the N.M.U. membership was ordered through the picket lines into the Fink Halls to ship out. If this deal had not been made we have reasons to believe that the Maritime Commission would not be in existence today under the same set-up. In other words, they would have been told to do the job they were set up to do (which was to build new ships) and keep their noses out of the Seamen's affairs.

3. Next came the Maritime Commission Training schools and Training ships which were necessary to manufacture Finks to replace the bona fide Seamen who refused to register in Fink Halls and go back into SEA-SLAVERY. This move was also fought to the limit by the Rank and File Seamen, who were successful in closing most of the schools, but once more the N.M.U. Officialdom made one of their famous Washington trips and came back with orders to their membership to pack the Fink Training Schools and Training Ships. Our Constitution states that "No man shall work for less than Union wages," but the N.M.U. sent their men through the Fink Factories at \$36.00 per month, less their \$2.00 per month dues to the N.M.U. for securing them the job, and all assessments. After saving the face of the Maritime Commission in this last deal,

the seamen began to wonder just when the pay-off would come.

### The Pay-Off

At this time it will be interesting to note that in every case where a deal was made to stab the bona fide Seamen in the back by the Officialdom of the N.M.U., it was done in conferences held in Washington, D. C., which is headquarters of the United States Maritime Commission, National Labor Relations Board and the U. S. Supreme Court. Also that these so-called conferences were held behind closed doors.

The N.M.U. well realizes the fact that they have nothing in the form of closed shop agreements, Rank and File Control, jobs after not more than a week or two ashore, or anything else that would cause the Membership of the S.I.U. to consider changing their books over, so they have decided to demand that the Big Guns in Washington pay off and force the Seamen (S.I.U.) into the dues-collecting agency known as the Commie-Controlled N.M.U. However, they failed to take into consideration the fact that these are the same bona fide Seamen who refused to accept his Fink Halls, Fink Schools and Fink Training Ships and that these men were packing Union books before Brother Curran ever got his first taste of UNIONISM on the Pacific Coast in 1936. They are not so easily fooled as some of the younger seamen who packed their first union book in the N.M.U. just a short time back.

In the first place the N.M.U. have not won a strike on the picket lines since they have been in existence and the only way they have ever been successful in existence and the only way they have ever been successful in signing their open shop contracts was through the help of the N.L.R.B. and the Maritime Commission. It is easy enough to get men to sign a few pledge cards or even vote the way they are told in order to hold their jobs, but when the real test comes is when the men ARE ASKED TO HIT THE PICKET LINE, in order to force a shipowner to sign a closed shop agreement. The S.I.U. have never asked the help of the N.L.R.B., or any other agency, to win our agreements, and to date, every one has been won on the picket line. Being certified as the bargaining agency by the N.L.R.B. only means that the shipowners will negotiate which may require months with no gain and our membership does not want it the politicians' way. The N.M.U. may have their Commie stooges in the Maritime Commission, N.L.R.B., or even in the U. S. Supreme Court, but they will never be able to sell their Commie program to the membership of the S.I.U.

In the Waterman case their government agencies started paying off to the N.M.U. for their assistance in forcing the seamen back into slavery, but just contrary to their press releases it affects our membership very little. We still hold a closed shop agreement with this company and the ships are manned by 100% S.I.U. members. Only 9 N.M.U. men have been ordered reinstated and to date, none have shown up for a job. As far as all the ballyhoo about the company being ordered to issue passes to the N.M.U., it is a big joke. The Waterman ships

have always been easy to contact and we can't recall a single instance where it has been necessary to show a pass in boarding them. The lack of passes is not the real reason the N.M.U. stooges have not been making the Waterman ships, and as far as we are concerned they can issue all the passes the N.M.U. request. We have nothing to hide from our membership and they are free to talk with anyone they see fit.

### What Has the N.M.U. to Offer S.I.U. Seamen?

First they boast of 50,000 members with dues at \$2.00 per month, which if true, would be \$100,000 dollars per month, in dues alone. However, with this, and their numerous assessments it has been necessary to put the strike fund in hock to keep the pie-cards going.

How many closed shop agreements with decent working conditions does the N.M.U. have today, and just how many months does it require a member of the N.M.U. to ship out of his own hall?

How do the living quarters and conditions aboard the ships under the N.M.U. compare with those under the banner of the S.I.U., and the S.U.P.? (NOTE: After taking over two Lukenbach ships on the West Coast recently, which had been manned by the N.M.U., it was necessary to rebuild the entire crew's quarters before our men would even take the ship out.)

How many N.M.U. agreements call for overtime for the donkey-watch while working cargo from 5 P.M. and before 8 A.M., and how many N.M.U. sailors receive overtime for handling stores?

How many N.M.U. officials have gone South with the dough and left the membership holding the bag in the past few years? (We can name 9. How about you?)

How many clarifications and improvements over the old contract have the N.M.U. officials given the membership since they came into office?

With a top-heavy membership, to the extent it requires months to ship out, just why is the N.M.U. begging for new members at the rate of \$1.00 per head initiation and twenty-five cents per month dues? Could it be that someone is money hungry, or doesn't the membership have anything to say about who and how many men should be taken in?

Just why is all the dough being spent trying to take over the Waterman ships, which are 100% Union today instead of the Merchants & Miners or the Isthmian Line, who hold contracts with NO UNION? Could it be possible that they are afraid to tackle these Companies as we are doing today, or do they expect their stooges in Washington to turn them over to the N.M.U. after the S.I.U. have knocked them over for a closed shop agreement through direct action on the PICKET LINE?

Just why has Curran been spending so much time in Mobile for the past few weeks, where the N.M.U. has nothing but a hall? Does he think that the Waterman Fleet, which is 100% S.I.U., would change over their books for N.M.U. books, after he has offered the Waterman Steamship Company an agreement far below the closed shop agreement the S.I.U. holds with the Waterman Steamship Company today?

If the Officialdom of the N.M.U. are so sure of the Waterman Fleet, just why don't they call for one of their famous N.L.R.B. elections in the Waterman ships to-

day? Could it be that the N.M.U. is trying to make a deal with the Waterman Steamship Company, that would force the men through their government stooges in Washington to become book-packers in their dues collection racket? If this is the case, our advice to the N.M.U. is to change their course, as the men in the Waterman Fleet are 100% Union men and know who they want to represent them.

### What Does the S.I.U. Offer Their Membership

First, the S.I.U. gives their members complete job control with shipping only through our own Union Halls.

Closed shop agreements with working rules and overtime clauses never heard of by the N.M.U.

A very few men ashore with fast turn-over in jobs, which means only a few days ashore, and in numerous cases, shipping trip cards.

Decent living conditions, quarters and food, with a Representative meeting the ship on arrival, to handle any disputes which may come up.

Dues at \$1.50 per month, with a strike fund that has never been mortgaged, and a burial fund large enough to bury the dead.

Clarifications and amendments to our agreements, which give our members additional overtime and better working conditions.

Complete control of our own Union by the membership themselves, who instruct the officials just what to do instead of taking orders from the Maritime Commission, through their own officials.

The S.I.U. never boast of the number of new members as our books are closed and we are turning away numerous applications every day in order to protect our own membership. When it becomes necessary to take in new members in order to man the ships we only accept bona fide seamen and will never overload the membership to where shipping would be tough.

The S.I.U. was organized for the protection of our Union members and not as a dues collection agency, so just as long as our policy is carried out as it is today, we are going to continue to grow and we will have no fear of the N.M.U., N.L.R.B., Maritime Commission, or anyone else who might attempt to take away our Democratic rights as Union Brothers.

This is our answer to all the propaganda being strewn all over the Gulf by the N.M.U. and we feel that we have made ourselves clear as real S.I.U. members.

## In Memoriam

### JOHN GOLDIE

Died in the Marine Hospital at Baltimore on Jan. 14, 1940

### CHARLES WARTMAN

Died in Buenos Aires on board the S.S. Saccarappa Jan. 3, 1940

### JOHN OHLSSON

Died in the Marine Hospital at Baltimore on March 19, 1940

### MARCUS L. BARKER

Died in New York on Apr. 3, 1940.

### JAMES THARPS

Died in Savannah, Ga. on Apr. 19, 1940

## WHAT'S NEW at the MEETINGS?

### NEW YORK

Ships' crews are cautioned about bringing charges against a member of the crew and holding the trial aboard ship. The Union's constitution specifically provides that trials shall be conducted at Headquarters or Branches. Ships' crews should file their charges at Headquarters or in a Branch where proper constitutional action can be taken on the charges submitted.

\* \* \*

Shipping has been good for the past few weeks with the indication that it will continue to remain that way for awhile.

\* \* \*

The Quarterly Finance Committee rendered its report and they reported that they had thoroughly gone over the Atlantic District's financial transactions for the quarter period and found everything satisfactory and in good accountable order.

\* \* \*

The Quarterly Finance Committee also recommended that the question of the Burial Benefit be considered at the next convention and that the allowance of \$85 be increased to \$100.

### BOSTON

Shipping has been average for this time of the year—expect business to pick up in the very near future with the usual seasonal boats starting to get ready for their seasonal runs.

### PROVIDENCE

Agent reports that the New Bedford, Marthas Vineyard & Nantucket Line are gradually putting the regular seasonal men back to work. This should be good news for the members in and around New Bedford.

### TAMPA

A resolution was passed to the effect that the Community Chest be requested to see that the institution bearing the name of a seamen's home be run for seamen, and if it isn't then they be denied any further support from the Community Chest.

### MOBILE

The membership went on record to place the CITY TAXI on the unfair list as their drives are unfair to the labor movement as represented by the A.F. of L.

### NEW ORLEANS

A motion was passed with an amendment that an AB in order to be promoted to boatswain must have three years discharges as an AB or else boatswain's discharges before being promoted aboard ship and that he also be acceptable to the crew.

\* \* \*

Brother Biggs stated that it will be necessary to open a hall in Texas City or Galveston. This action is necessary due to the fact that the Seatrans are running out of Texas City every week and also the Bull Line. The Range Line and Mississippi Steamship Company are also placing their ports on their schedule. Texas City is the port where most of the tankers are running out of now, and it is to the Union's advantage to establish a contact point near there.



## THE "OLD ARMY GAME"

In a frantic effort to dump SIU men from their jobs and load SIU ships with NMU members, the NMU is conducting a comical campaign at ships under contract to, or operating with SIU crews. REMEMBER—the NMU must find jobs for the majority of their members who have been laid off due to the 'lay-up' of ships that formerly went into areas now prohibited by the President because of war hostilities in Europe.

One has only to carefully consider the facts surrounding the reason why the NMU wants to make a drive on the already organized steamship companies to understand it all and it proves to be a case of the "Old Army Game" with the NMU commissars believing that there is a sucker born every minute.

Under the title of "The Bait" we are quoting the NMU from their disrupting leaflets and under the title of "The Results" we are giving all members the analysis of the bait as offered by the money grabbing, freely spending officials of the NMU.

### THE BAIT

(As quoted from NMU leaflets)  
"This book (The \$1.00) entitles you to attend all NMU meetings with voice BUT NO VOTE until you have become a full book member."

"The NMU admits a number of new members . . . applicants with the oldest dated preliminary book numbers will be given preference under this quota."

"The preliminary book entitles you to ship on any NMU ship WHEN REGULAR NMU MEMBERS ARE NOT AVAILABLE."

### THE RESULT

You pay out a dollar and get a preliminary book that means exactly nothing.

They do not promise you when, if ever, you will become a full book member. You will have to wait until they are ready to take you in and that will be one hell of a long time because they have thousands of full book members whom they cannot get jobs for (this is a fact and not mere wishful reporting). In the meantime, you have no vote as to how your money will be spent and who will spend it. Then, too, with no vote, you can very easily be voted (dumped) off your ship.

What a joker this one is—everybody on the waterfronts from coast to coast knows that the NMU today has thousands of members out of work due to the war in Europe, so there is about one chance in a thousand that a preliminary book member will have a chance to ship on an NMU ship.

The answer to the whole thing, boiled down to facts, is that the NMU wants the jobs you are now holding. HANG ON TO THEM and don't be conned into handing over first your money and then your job to help bolster the tottering structure of the NMU. DON'T LET YOUR DOLLAR SINK INTO THE SAME HOLE THAT ALL THE MONEY OF THE NMU HAS DISAPPEARED IN. DON'T BE FOOLED BY THE OLD ARMY GAME.

## EASTERN STRIKE ACTION CONSIDERED

(Continued from Page One)

ard's Department because, so far as they were concerned, they refused to concede to ANY proposals other than their own.

Their patience exhausted, the Committee then realized that an impasse had arisen, and at the suggestion of Secretary-Treasurer Hawk to report the results of the conference to the membership for their action thereon, the meeting adjourned.

The following Monday night, the 22nd of April, at the regular Headquarters meeting, Secretary-Treasurer Hawk made a detailed report of the conference with the Eastern officials regarding the proposed amendments to the Eastern agreement. Action on the Secretary-Treasurer's report was laid over to new business by the membership, where a lengthy discussion of the pros and cons of the situation took place. Finally a motion was introduced, duly seconded and carried, to the effect that the Secretary-Treasurer stand instructed, at the express demand of the membership, to notify the Eastern Steamship Company of the following:

1. That the Seafarers' International Union, Atlantic District, will not concede to posting a bond amounting to the sum of \$25,000, as it is contrary to all principles of trade unionism.

2. That the Seafarers' International Union, Atlantic District, stands ready and prepared to negotiate the new agreement for the coming year with the officials of the Eastern Steamship Company, provided that the Company

is willing to negotiate the proposals which have been submitted by the membership through their negotiating committee.

The Secretary-Treasurer was further instructed by the same motion to have all the members of the crews of the Eastern Steamship Company take a departmental strike vote, so that the course of action can be laid out in the event the Eastern Steamship Company refuses to meet the demands of the crews, or in the event that no satisfactory settlement can be reached with the Company. And, in the event one department is not fully satisfied with the outcome of the final agreement, they are to have the option to strike the ships of the Eastern Company in order to secure the proposals of the particular department involved.

## Three New Ships For Mississippi

The Maritime Commission today awarded the Bethlehem Steel Co., Inc. a contract calling for the building of three ships at a cost of \$3,075,000 each.

These ships, when built, will be added to the fleet of the Mississippi Shipping Company, New Orleans, La. Specifications embracing these ships call for turbine propulsion, 490 feet long, with a beam of 65 feet, and a speed of 16 knots and accommodations for 63 passengers.

## U.S. Warns Against Seamen Obtaining False Passports

Federal officials have issued a warning against American seamen making false affidavits before consuls in an effort to obtain papers authorizing them to sail on foreign vessels.

It is recognized that it is a shame that American seamen must go hungry on the beach while aliens are making the dough sailing into the war zone. Cases have been discovered where Americans have appeared before consular officials of foreign countries, especially British, and swearing they are subjects of Canada. With a couple of phony affidavits they obtain temporary certificates.

BUT it is pointed out that in the event trouble later arises, the seaman must lose, because either the foreign consul or the American government will grab the violator and hand him a year or two in which to think it over.

## Electrical Workers Protest Indictment Of Labor Unions

More than 16,000 members of the International Brotherhood of Electrical Workers, Local 3, one of the largest locals in the American Federation of Labor, petitioned Congress a few days ago to investigate the activities of the anti-trust division of the Department of Justice. They also called upon Congress to stipulate that no monies appropriated for Thurman Arnold's division shall be used to criminally indict labor unions and their officials under the Sherman Anti-Trust law.

The Electrical Workers Union charged that the action of the Assistant Attorney General's office in indicting eleven present officers and representatives of their union was timed to coincide with the filing of briefs in the injunction case brought against Local 3 by members of the National Electrical Manufacturers' Association, now pending in the federal courts.

The petition points out that "Congress never intended to have the Sherman anti-trust act, adopted in 1890, applied to labor unions, but rather adopted the Act to dissolve financial trusts."

Affirming that officers of the electrical workers' union acted merely in an effort "to increase employment opportunities, to maintain, secure, preserve and spread work at a time of widespread unemployment," the petition concludes that, "therefore, such activities do not come within the purview of the anti-trust division of the Department of Justice."

## ATTENTION!

All branches are requested to cooperate with Headquarters in the publication of the "Log" by submitting news of local and general interest at regular intervals.

## SIU AGAINST GOVERNMENT SETTING MINIMUM WAGE SCALE FOR SEAMEN

(Continued from Page One)

Wagner Act and the democratic rights of the workers.

It is our contention that were any government bureau to set a minimum wage scale for seamen, such action would violate the very principle and intent of the Wagner Act, which principle gives any body of workers the right to bargain with their employer as to what scale of wages they shall be paid and under what working conditions they shall work.

A minimum wage scale set by any government bureau would serve only as a defense argument and contention for the employer. The employers would always maintain that they should not be subjected to a wage scale higher than that set by the government. Any body of workers, represented by a labor organization of their own choosing, would be confronted with this argument. It would ultimately result in the government being the principle factor in determining what the wage scale should be for any particular classification of workers. The seamen would have nothing to gain and everything to lose if this were allowed to take place.

In industries where the majority of the workers are organized, they have their own collective bargaining agencies in the form of labor unions to represent them, and they have no need for any government bureau to set any minimum wage scale for them—they can take care of their own establishing of wage scale by dealing directly with their employers from time to time. This is a fundamental right which should be respected by any government bureau.

Perhaps in certain sections of the country where the workers are not organized, the government can offer a certain amount of protection to these workers by establishing a minimum wage scale; but this does not hold true and just in the maritime industry. The maritime industry is well organized and its workers can take care of their own problems through collective bargaining. The seamen can, and should, be allowed to manage their own affairs through a collective bargaining agency of their own choosing, namely, their Union. They do not need any government bureau to establish any minimum wage scale for them.

Any body of workers banded together in an organization of their own choosing must and should have the right to determine, through bargaining with their employer, what their wages shall be from time to time. This should be left strictly up to the workers and the employers. The seamen today are quite capable of assuming this responsibility.

For any government bureau to establish a minimum wage scale or working conditions for seamen, an industry that is well organized and capable of taking care of its own affairs, would take away from the seamen one of the very fundamental principles of unionism—the right of any group of workers, through a union of their own choosing, to deal directly with employers on the question of determining what their wage scale and working conditions shall be from time to time. They should not be handicapped by a government-set minimum wage scale. The entire membership of the Seafarers International Union of North America insist that this fundamental principle be respected and not jeopardized by any government-set minimum wage scale.

The Seafarers International Union of North America wishes to have their contentions and opinions as outlined in this letter incorporated in the records.

Very truly yours,  
JOHN HAWK,  
Secretary-Treasurer,  
Atlantic District

The Maritime Commission, after weighing the issue, sent the following announcement to all unions involved; we quote it in part:

The Maritime Commission will hold public hearings beginning July 15 on minimum manning scales for subsidized vessels of United States registry, with particular reference to new vessels of the C-2 and C-3 types launched under the Commission's building program.

Hearings were requested by the National Maritime Union and the National Organization of Masters, Mates and Pilots on minimum wage scales, minimum manning scales and working conditions.

The Commission concluded that hearings on wage scales and working conditions are not necessary at this time.

The date of July 15, slightly more than three months hence, rather than an earlier date, was selected for beginning the hearings to give the Commission and the operators adequate experience with new vessels which have been launched under its construction program.

Before reaching its decision in this matter, the Commission requested the views of numerous maritime labor organizations and operators as to their attitude on the proposed hearings. Opinion was divided, the Sailors' Union of the Pacific, for instance, replying:

"... this will inform you that the Sailors' Union of the Pacific in meetings up and down the Pacific Coast, went on record unanimously as being opposed to any hearing held by the Maritime Commission in regard to wages and working conditions.

"It is the policy and stand of our organization that the question of negotiating wages and working conditions is entirely the business of the seamen's union representing the seamen as a collective bargaining agency and we do not desire the Maritime Commission or any other governmental bureau to set our wages and working conditions. We will take care of that ourselves, directly with the ship owners."

The Radio Officers' Union informed the Commission:

"We are not in accord . . . feeling that the betterment of wages and working conditions should not be achieved through the fixing of minimum scales by the Maritime Commission. . . . You may assume then from the above, that we are not in favor of adding our voice in requesting such a hearing."

The Commission was informed by the Seafarers' International Union of North America that that organization "wishes to go on record as being strenuously opposed to the setting of a minimum wage scale and working conditions for seamen by the United States Maritime Commission or any other government bureau.

Once again the attempt of the NMU to have someone pull their chetchnuts out of the fire has been frustrated by organizations that really represent the rank and file.