

EASTERN COMPANY ABSOLUTELY REFUSES JUSTIFIED DEMANDS OF MEMBERSHIP

LOCAL INSPECTORS CHARGE SEATRAN NEW YORK CREW

Skipper Becomes Confused in Testimony When Lawyer Cross-Questions Him

CREW DID NOT REFUSE DUTY

New York, April 13—The Local Bureau of Marine Inspection and Navigation, in an effort to cause some unnecessary trouble to the men who struck the Seatrain New York in Hoboken on March 29, last week (April 5) sent the entire crew notice to appear at their local office for investigation on April 12, 1939. The specifications for the investigation were as follows:

"While employed under the authority of the certificate issued to you by this Bureau and signed under shipping Articles on the steamer SEATRAN NEW YORK, said steamer being fully stored,

equipped, under steam, and in all other respects ready to proceed to sea on March 22, 1939, between the hours of 3:50 P.M. and 6:00 P.M., did:

Phoney Charges

"1. Refuse to obey the lawful commands of the master.

"2. Refuse to proceed to sea on the vessel without reasonable cause, and absented yourself from the vessel within twenty-four hours of sailing time without permission, in violation of Section 4596, U. S. Revised Statutes 46-USC-701.

"3. To the hinderance of commerce, you did wrongfully and un-

reasonably refuse to perform your duties after having signed Articles as authorized by the terms of your certificate in violation of Section 4449, U. S. Revised Statutes, Title 46, Section 240, thereby preventing said steamer SEATRAN NEW YORK from departing as scheduled.

"Your trial on the above charge and specifications will be conducted at 45 Broadway, New York City, Room 900, on Wednesday, April 12, 1939, at 10:00 A.M., at which time and place you are directed to appear to show cause why your certificate issued to you by this Bureau should not be sus-

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SIU MEMBERSHIP VOTES TO RESPECT NMU PICKET LINES

Membership Resents Propaganda Being Circulated by Waterfront Gossips

NMU CLEARANCE NOT NEEDED

At New York Headquarters meeting on April 17, the assembled membership unanimously endorsed the following Resolution:

WHEREAS: The shipowners have forced a lockout on tankers by refusing to renew the agreement, so therefore

BE IT RESOLVED: That we, the members of the Seafarers' International Union of North America, reaffirm our previous stand, and respect any picket line established against the bosses for wages or conditions.

The Resolution was signed by Matthew Dushane and Roland Dean, and the membership enthusiastically voted in its favor.

Vicious Propaganda

Certain elements within the NMU have been circulating propaganda that the SIU was planning to ship finks on the tankers, and the foregoing Resolution gives the lie to these vicious statements. The SIU has never had any intention of attempting to move in on the NMU when they have a legitimate strike in progress, and does not endorse nor condone such tactics.

However, we understand that the NMU powers-that-be have taken it upon themselves to demand that all men shipping out, regardless of Union affiliation, must get a clearance card from the NMU! Needless to say, we do not endorse any such dictatorial policy. When a man ships from the SIU Hall, and has in his possession assignment cards indicating to what ship he is being sent, it should most certainly be evidence enough that he is not going aboard any NMU tanker!

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NMU Member Flays Phoney Policies

Questions Actions Of Officials

WHY LOAD "HOT" OIL

"3 TANKERS SAIL, N.M.U. ASSERTS 37 ARE TIED UP" (Headline in the N. Y. Herald-Tribune, April 21.)

It is a fine state of affairs when striking tankermen are compelled to rely on the Capitalist press for news pertaining to the progress made in their struggle with the oil companies. Without bias, one can easily state that the only official news put out by the N.M.U. comes on par with the news found in the "Ladies Home Journal". If there ever was a time when Joseph and the rest of the brain trust (?) owed the rank and file some clear and definite information, now is the time. The men on the picket lines have a damned good explanation coming to them for the strange antics and theories that their representatives have come out with so far. Frankly, from the viewpoint of men who have been through a few strikes, the question: "What is it, stupidity of deliberate sabotage that is behind the policy of the N.M.U. in its present stand on the tanker strike?" is not out of place, nor impertinent.

"Hot Oil" Question

Why has there not been proper preparations made to get the picket-lines functioning at top speed from the moment the strike was called? Why has Joe Curran permitted the SS Exchorda to sail with "hot oil," thereby making

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Further Evidence Against Eastern

Refuse to Adjust Conditions in Stewards Dept.

COMPANY PROFITS

Further evidence of the Eastern Steamship Co.'s unwillingness to grant any concessions whatsoever to the Negotiating Committee, was their reaction to the following conditions asked for in the steward's department:

1. An increase in the personnel of the steward's department on all ships.
2. Adjustment of pay for all ships, bringing them up to the scale of the Boston-New York ships.
3. Eight hours in port, and nine hours at sea for passenger ships.
4. Vacations.

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WILL MAKE NO CONCESSIONS TO NEGOTIATING COMMITTEE

Fifteen Day Extension Gave Company Time to Stall and Plant Stooges

MAKE JOB ACTION WATCHWORD

The Eastern Steamship Co. has flatly refused to deal with the Negotiating Committee on terms any other than their own, and put up the phoney plea that if they are forced to sign any agreement for increased wages or overtime, they will go broke! They claim that if the contract is altered in any way from the one under which we have been working for the past year, they will have to tie their ships up. This is plain unadulterated bunk! With the advent of the World's Fair here, this company is quite naturally anticipating a decided increase in the passenger traffic, and we understand that they are already booked up solid for practically the whole summer. THERE IS NO VALID REASON WHY THE SEAMEN SHOULD NOT ALSO SHARE IN THESE PROFITS! WE HAVE PUT UP WITH THE COMPANY'S PLEA OF POVERTY MUCH TOO LONG!

No Unjust Demands

The Negotiating Committee did NOT make any unjust demands of the Eastern Steamship Co., and asked only for what the men on the ships had already stated they wanted. They are now circulating the phoney propaganda that we are deliberately trying to break them through alleged exorbitant demands, in a vicious attempt to discredit your officials! Place absolutely no credence in any such rumors, because they are false!

The Committee asked that the working hours for the steward's department be adjusted to a more reasonable standard. The Company refused to even consider this, and made the statement that the men in this department do not actually work over an average of six hours a day. When asked to back this statement up by putting in the agreement that the working hours of the steward's department shall not be more than six hours a day, they immediately crawled out from under!

Overtime Refused

The Company insists that one hour in twenty-four be allowed for the purpose of docking and undocking, and also insist that it must apply to both deck and engine departments. Why should any man work an extra hour without compensation? This particular condition has long been a bone of contention, and must be stopped!

The Company flatly refuses to pay overtime to the deck department for work performed after 5:00 P.M. and before 8:00 A.M., or on Saturday afternoons, Sundays or holidays, for the watch on deck. The system of sailors performing manual work at night has long been outmoded, and there is no good reason why the ESSCO should not also get up to date.

On the New York-Boston run ships, we asked for a double day for both Saturday afternoons and Sundays, but the company will grant the double day for Sunday only.

Extension Granted

We were gracious enough to grant the Eastern Steamship Co., a fifteen day extension of the agreement, but—what came of it? Nothing was accomplished during that fifteen days, other than the fact that it afforded the company a further opportunity to stall around, and plant a few more stooges on their ships. Now—after this extension of time—they don't want to grant any of our perfectly just demands!

RIGHT NOW, WE HAVE NO AGREEMENT WITH THE EASTERN STEAMSHIP CO., SO THERE IS NO LEGAL CONTRACT TO BE BROKEN THROUGH ANY ACTION YOU MAY TAKE!

Efforts Abandoned

The Negotiating Committee has abandoned all further efforts to reach a satisfactory agreement with the Company, as they are well aware that they do not intend to accede to any of our demands, and have assumed an adamant, dictatorial pose! They have flatly refused to grant any increase in wages!!

The question now confronting us is: **ARE WE WILLING TO CONTINUE TO WORK UNDER THE OLD PHONEY AGREEMENT? Or: DO YOU WANT AN AGREEMENT WITH INCREASED WAGES, IMPROVED WORKING CONDITIONS, AND MORE OVERTIME?**

IF YOU WANT THE LATTER, —AND WE ARE SURE THAT YOU DO,—ARE YOU WILLING TO GO TO BAT FOR IT?

We do not believe that our mem-

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Published by the
**Seafarers' International Union
 of North America**

Affiliated with the American Federation of Labor

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 PUBLICATION TO:

"THE SEAFARERS' LOG"

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

EDITORIAL

Events of the past weeks certainly should have proven to all and sundry that the Seafarers' International Union of North America is very definitely in the field to secure the very best wages and conditions possible for the seamen, and is not going to take NO for an answer.

The agreements with the Seatrain Lines and with the American Range Lines are really outstanding examples of what agreements should be like, and it is our opinion that there aren't any better agreements on this coast. The NMU made an attempt to get an agreement with the Seatrains, and failed miserably, and it must cause them no little concern to see the SIU successfully strike their ships, and then get a first class agreement signed on the dotted line. (Note to Joe Curran: There is also a definite clause in both agreements calling for coffee time!)

MILITANT ACTION SUCCESSFUL

Along with the signing of these agreements, the crews of several ships, through the medium of a little job action, and the proper application of economic pressure, gained certain conditions they had demanded. For instance, the crew of the Greylock of the Robin Line, by refusing to pay off the ship until a settlement was made, obtained the payment of considerable overtime that this company had never been forced to pay previously. The overtime itself was legitimate, but the Robin Line has been forcing the crews to live up to the phoney old ISU agreement, and refusing to pay them overtime for any such work performed in any but the home port. This had been going on for quite some time, and the crew of the Greylock decided that it had gone far enough, and they took the action necessary to put a stop to it.

The crew of the Waterman Line ship, Panama City, put up a legitimate beef about food and quarters, and got no action out of the company until they threatened to walk off the ship. Then the owners were only too eager to accede to the legitimate demands of this crew.

FORCE YOUR DEMANDS

The foregoing incidents are examples of what can be accomplished through militant action, and no man lost his job because of it. The old fear of losing one's job because of probable reprisals by the shipowners for legitimate activity, is on longer prevalent, and the SIU membership has developed an aggressive attitude, and are no longer to be denied.

There are, at present, negotiations in progress with the Robin Line, and pending negotiations with the Colonial Navigation Company. Naturally, we expect the best agreements possible with all of these companies, and we intend to exert every possible effort to obtain them. It is, of course, directly up to the membership involved to take direct action in the event any of these companies refuse to agree to grant any just demands made of them.

P. & O. GETS TASTE OF ACTION

The membership in Tampa and Miami were on strike against the Peninsular and Occidental Steamship Company, and openly declared that they would remain on strike all year, if necessary, to gain their point. These men are to be

RONKONKOMO'S 'RAJAH' STILL ATTEMPTING TO MUSCLE IN!

**Prowls Around Eastern Docks And
 Tries to Deal With NMU**

SEAMEN ALL WISE TO HIM

What has Dave Grange, "The Rajah of Ronkonkomo", been doing around the Eastern Steamship Co. docks and ships? This perennial phoney, this prodigious palpitating pain in the neck, is apparently cooking up some sort of a scheme, and we wouldn't doubt but what it is being done with the aid and connivance of the Company,—or at least, with their knowledge! Don't be fooled by this phoney, and wind up behind the eight ball again!

We have it from a reliable source, that the dashing Dave was up to NMU Headquarters, wanting to make a deal with them, and telling them that he can turn the Eastern ships over to them! The stooges that he apparently has on some of these ships must be handing him plenty of the old baloney, as it is a definitely proven fact that he can't turn over even one of this company's ships.

DISCREDITED FAKER

The seamen don't want any part of this discredited labor faker, and they all know, only too well, his odious record! Why does he persist in injecting himself into the picture? Is he so much of an egoist that he believes he can again mislead and delude the seamen, and sell them down the river once more?

It is quite some time since we have felt called upon to pay any particular attention to this leech, but we feel that the membership would like to know that he is again on the prowl. However, we predict that he won't get far, as there is an abundance of seamen who entertain no particular affection for him, and want no part of him.

ON PROWL FOR PIE

All seamen should know, if they already don't that this parasitical hypocrite does not have their interests at heart,—and never did! All he is interested in is the matter of his own self-aggrandizement. In other words,—pie! His "big-shot" (Yes, we said "shot") complex has apparently never deserted him, and we doubt that it ever will. Just another Hitler at heart,—that's Grange!

For some months, the ubiquitous "Rajah" has been trying every angle of which he can think, to make some inroad on the Seafarers' International Union, but has not yet met with any success. First he persuaded a committee to approach your Union officials with a plea that he be allowed to hold membership in this Union. Needless to say,—this move was a complete flop! Then he made a brazen attempt to collect State Unemployment Insurance by claiming that he had been employed by the SIU! What supreme gall!

CAN'T FOOL SEAMEN

Although his name is not listed among the so-called officers of the recently disintegrated ISU, he is doubtless very active in the movement. However, the pie pickings there are very slim, and he is trying his best to muscle in somewhere where he figures he can once again be Number One Pie-Card!

A nice guy, Dave, and we'd trust him just about as far as we could throw Ferdinand the Bull by his tail! We wish to caution all members to be very wary of this character, and not to put any stock in the bunk he passes out. We realize that he is a good talker, and is a past master in the art of deceit, but we still don't believe that, with the reputation he has, he can fool any unsuspecting seamen again!

Watch your step, "Rajah",—we're watching YOU!

highly commended for the stand they took, and we knew that, if they maintained this attitude, they couldn't lose. They struck these ships in protest against a direct violation by the company, of a bona fide agreement and a Union principle. This outfit shipped men off the dock, and the real Union men on the ships refused to put up with such procedure, and walked off the ships. More power to 'em, and they have our congratulations.

BE MILITANT, BE AGGRESSIVE,—BUT ALSO BE FAIR AND JUST! ALWAYS REMEMBER THAT GOOD CONDITIONS AND WAGES CAN BE BROUGHT ABOUT ONLY THROUGH YOUR OWN EFFORTS, AND THAT THE SHIPOWNERS HAVE NEVER GIVEN YOU ANYTHING UNLESS YOU FOUGHT FOR IT! DON'T FORGET THAT YOUR LEADERSHIP IS ONLY AS STRONG AS THE MEN BEHIND THEM! WITHOUT YOUR AID AND BACKING, THEY ARE PRACTICALLY POWERLESS TO DO ANYTHING;—SO LET'S GET TOGETHER, AND GO TO TOWN!

Baltimore Highlights

Baltimore, Md., April 19—Shipping continues fair along this waterfront, with an average turnover of sixty members per week. On the Calmar Line, the Company came through with overtime for the Bos'n standing a wheel watch, and a O.S. for going into the bilges. The mates on these Calmar Ships are broken-hearted these days about having to toe the line on the overtime question, especially the mate on the Marymar, who had to pay overtime for shining the binnacle, after he had gone to a lot of trouble to scrape the paint off it.

Ore Conditions Improved

Conditions on the Ore SS Line are much improved. Bunk lights and other conveniences for the crew are being installed as rapidly as possible. On the troublesome food question, investigation showed that the stewards were afraid of being fired if they were in any way liberal with the food put aboard, but now they are passing it out freely, knowing that if they don't, charges will be placed against them, and then they really will be out of a job.

Jean Straightened Out

On the Bull Line's SS Jean, the firing of both the Deck and Engine Delegates at the same time had a smell about it, and after a battle which lasted all week, the two brothers were put back to work. While taking action on this matter, the patrolmen cleaned up a few other details on the ship by getting new mattresses and pillows, ventilators to the quarters, and having the Bos'n and Carpenter moved 'midships, to give more space aft. The food question on this ship was also very thoroughly and satisfactorily cleaned up.

M & M Crews Waking Up

Concentration on the Merchants and Miners Line is beginning to have its effect on the crews. Last week saw a 100 percent SIU deck department on one of the M & M ships, and the election of a ship's delegate. We can't imagine what vice-president Merrill of the Line, who fought for the check-off system in order that there would be no need for the patrolmen to contact the ships, will think when he hears that there is a SIU delegate aboard the ships at all times. Merrill, who evidently thought that all a delegate went aboard a ship for was to collect dues, seems to be due for a rude awakening when the patrolmen start thumping demands for improved working conditions on his desk.

Port Council Officers

Preparatory to the A.F. of L. Executive Council's meeting to be held in Washington next month, at which time the machinery for the setting up of a National Maritime Trades Council will be set in motion, the Baltimore Port Council elected pro-tem officers, with Brother Andrew MacDonald of the Commercial Telegraphers Union as President; Charles DiGuardo of the Warehousemen Vice-President, and John E. Lewis of the ILA Chemical Works, secretary. The local Council is ready to go to town on any cooperative action necessary on the waterfront.

NMU's strike has not affected this port very much so far, due to the absence of the vessels of the lines on strike. However, as was confirmed unanimously at our last business meeting, the picket lines of the NMU will be strictly observed by our membership. The Branch is also supporting the teamsters and the Building Trades Council in the city-wide strike action against non-union truck drivers.

HERE and THERE in the GULF

NEWS from NEW ORLEANS

SABOTAGE POINT ARENA BEEF THROUGH DISUNITED ACTION

Members Inquire Why Such Beefs Should Not Be Settled Without Recourse to Headquarters

New Orleans, La., April 20—The crew of the SS Point Arena sailed from Mobile with the understanding from the S & H Co.'s officials, through Armstrong, Mobile organizer, that everything would be taken care of in New Orleans.

Bollinger, SUP Delegate in New Orleans, contacted the ship in New Orleans, and received a list with twenty-four different beefs on it at a joint meeting of the crew.

The SUP Delegate took two ships' delegates to see Captain Theobald, who was instructed that if these things were not taken care of, the crew would quit, and that there were not enough men ashore to fill the vacancies. Captain Theobald agreed to give them twenty points, and investigate the other four.

Wire from Headquarters

During the absence of the SUP Delegate, someone contacted the Company and had them wire the SUP in Frisco for instructions, also the company paid for telephone to MFO&W and the MC&S in Frisco. The wire from SUP Headquarters read as follows: "Please supply crew for Point Arena" (but does not state that it should be under fink hall conditions or the rights to quit taken from the men). "We have contracts for all W.C. ships, and have to furnish crews. If the ship ties up here, crew will be entitled to usual transportation." Foregoing wire, from Lundberg, received at SIU Hall, New Orleans.

Other Wires?

Would also like to have published in the next issue the communications from Malone and Burke, which the crew has, which never were shown to the Delegate ashore, and Malone or Burke never did know what the twenty-four demands or living conditions were on the ship, which were lousy.

For the protection of the few militant men aboard, who quit at the last minute, after all hopes were lost for the cause. Let it be said the men who quit did so after being over-ruled by the ones who sneaked up and signed on one at a time.

Would-Be Militant

When the crew was contacted at ten o'clock on sailing and signing on day, by the SUP Delegate, a fireman told him "who was running the ship, the crew or the 'men ashore,' and also jumped up like he was going to dump said delegate, but was discouraged by a few militant SUP men. Said fireman quit here, and said that he would go to Mobile and ship through the NMU hall, because he would not ship through this 'fink' hall here in N.O. Nine out of ten were of the same opinion as this man, in all three departments.

Why can't beefs like these be handled in this port, instead of having the company sending wires to Headquarters—also having Headquarters settling things by wire and telephone, and not knowing what the twenty-four beefs were?

Delegates in all ports would like

to have communications come through the Halls, instead of having them come through the Company offices, like the long distance calls to Burke and Malone in regard to the Point Arena in New Orleans.

C. Coleman, SUP No. 2739
L. J. Bollinger, SUP No. 3859
T. Howard, SIU No. 173

MEMBERSHIP GROWS

New Orleans, La., April 21—We are constantly turning down seamen of all departments, coming in to our hall daily, expecting to join up with us. Some of these persons, we feel sure, are worthy of our membership, but, as we pointed out to them, we are not being swamped by a 50,000 membership, until such time comes when we can offer a reasonable assurance of furnishing each and every member a living yearly wage.

This is a Union for US. NOT for ME or YOU!

Naturally, we are growing. Our membership is getting larger every week, but our Union Halls are practically empty. We see fit, at every meeting, to elect an investigating committee to investigate seamen desiring to join our Union, to fill the vacancies left open through better shipping conditions. Those who pass said committees are fully dependable, and entitled to good faith of membership as a result of the investigation.

These investigating committees are doing more than investigating new members. They are also thinning out the finks, etc., etc., who got into the AFLSU and SIU through various methods. Naturally, we have not ridden ourselves of all the undesirables, but they will surely show their colors sooner or later.

In the course of five months, our membership has risen to approximately 10,000. Companies under our contract know that they are all good seamen at heart. We believe in the true fool-proof constitution and by-laws intrusted to us by the SUP, by which we are abiding, and under which we are willingly being obligated.

Of course, we have a few youngsters among us who do not know the score. For this reason, we are trying to encourage the old-timers to take the floor for about five minutes each meeting, to point out what they had to go through, during the old Fink Hall days, and just why we should really stand together and fight. No one knows better than those who fought for our rights.

Eugene Nobles

MIAMI

Miami, Fla., April 18—After six days out in a walkoff, the SIU crews of the Florida and Cuba attained their demands, and the finks were paid off the car ferries.

The action taken by the men was taken after trying all other methods of peaceful settlement, at which we got nowhere. Direct action was taken, and the results were forthcoming. Which goes to prove that direct action is the best way to settle the big beefs.

This is the first time the company has paid overtime in its history. Also, the ships are to be drydocked shortly, and the quarters will be fixed over.

NMU Organizer Wants Pie

The great "rank and filthy" organizer, Joe Volpin, was noted for going behind the picket lines to organize the finks. Also, when a ship's crew wanted to support the SIU men, he requested them to stay aboard. This is to be expected, as not long ago he admitted that he wanted pie, and not the life of a sailor.

The State of Florida has at last awakened to the fact that it pays to be organized. All eyes were on the results of this beef against one of the most powerful companies in the state. So a victory for the SIU means a victory for all Labor in the State of Florida.

H/A Cooperates

The longshoremen cooperated one hundred percent, and backed the seamen up. With such unity as this, the SIU should go far and fast.

All A.F. of L. Locals respected our picket lines, and helped tie the ships up Frisco style.

The car ferries needed new crews, and there not being enough men in the SIU Hall in Miami, your agent had to go down to the NMU, and turn over the A.B.'s and O.S.'s there to fill out the complement. As usual, the NMU agent ran up the street begging us not to take his men, as he considered it unfair. Can we help it when the membership knows what Union is doing something for them besides spending their monies and signing phoney agreements?

We now have things pretty well lined up on the P&O—cash overtime, closed shop, etc. Fresh milk, and quarters to be renovated.

Talked with several NMU men on various vessels, and the only argument they put up is the fact that they say they like the NMU. Why, I have yet to discover!

Do not ride Red Top cabs in Miami, and also demand, and buy at the Union sign here.

J. Gunnison

DEPARTURE

New Orleans, April 16—Funeral was held at MacMann's Funeral Parlor on Sunday, April 16, 1939 for Brother J. H. Moller, who died at the Marine Hospital last Wednesday at 5:00 A.M.

Brother Moller served as Chief Steward with the Mississippi Steamship Co., and was previously Port Steward for the Dixie-U.K. Line, and the Kerr SS Co., and was a good SIU of NA member. His age was 76.

He is greatly missed by all hands. H. Peterson represented the Seafarers' at the funeral.

Finn Scheffstad, Agent

HAPPENINGS in MOBILE

Mobile, Ala., April 21—Why is it that all of a sudden the members of MFOW are so concerned with the militancy of the SUP? There is no seaman who can say that the SUP was ever lacking, in a legitimate beef; never have they sold out the members of their affiliated organizations; at all times they are there when needed to combat the common enemy. All seamen will agree that after all the chatter and smoke clears, that the program of the SUP was right, on the fink book fight, and that we are also right in opposing the attempt to open fink halls on the West Coast. It is understood by all SUP members, and all other militant seamen, that opening fink halls on the Coast will start picket lines from San Diego to Bremerton. Still our brothers of the MFOW fear that we might take members of the SIU to the Coast, who were not on the picket lines in '34. As a point of information to all, the SIU is on record to expel any member of the SIU who ships through a fink hall, and to picket said halls, and in every way combat the Maritime Commission halls, and the training ships. In other words, they have completely endorsed the SUP program.

Point Salinas Beef

Here, on Wednesday, April 19, the gang on the Point Salinas were all hot and bothered as to who was going to be shipped to fill the crew on this ship. When they were told that, to date, the SUP has taken care of their own business, and intend to keep on doing so, and as we did not tell them who and what to ship, they should wise up, and sail with the men shipped—they did!

No member of the SUP will ship with a known scab, and further, no man in his right mind will ship on a West Coast ship if he isn't certain that he is clear. So let's stop squawking among ourselves, and unite in the fight against the shipowners, who are doing everything to keep us fighting.

SIU Not Strike-Breakers

On the tanker question, the word is already out that the SIU is shipping men on the struck tankers. What a laugh this is! Before anyone gives us any more hooey of this sort—remember that the SIU is made up of seamen who still remember that the present messed-up Gulf situation came about when the NMU moved in through a legitimate picket line against the Lykes SS Co., and that the SIU is a real UNION to be proud of—not to be used as a strike-breaking agency.

Here in Mobile, I'm sure that the members of the NMU are devoting their time to figuring ways and means to win the strike—and are not worrying about the SIU trying to fink on them—and that's the way it should be in all ports. Sure, there is going to be lots of the old baloney thrown around, but just remember that, in any legitimate beef—when it's all over—that the seamen as a whole are fighting against the operators, and that we must not climb out on a limb, and give John Boss a saw!

Already, the Magnolia Co. have tried to have the SIU ship men, and were seemingly surprised to get an emphatic "NO" for an answer!

A. W. Armstrong
SUP No. 2983

Mobile, Ala., April 24—The regular correspondent has shipped as serang on the good ship Jean Lafitte, so for this week you will have to take what you can get. How those girls, and the scenery on the other side call!

First and foremost—this is convention week here in the fair city of Mobile. Delegates are floating around thicker than snowflakes, and the only thing they are all agreed upon is that the AFL is coming back stronger than ever. With the new young blood in the Labor movement, and the steady influence of the old timers, it's a cinch that the AFL should go ahead to new heights of solidarity. In this general movement, the SIU is proving that they are definitely a part of the AFL, and are, at all times, to be reckoned with. In line with this—Last week the district manager of the Magnolia Oil Co., called the Mobile Agent, and asked about getting crews for the struck tankers. "Sotty" told him that the SIU IS A UNION, NOT A STRIKE-BREAKING AGENCY! Mr. Cousins, the district manager, seemed surprised, to say the least. I have it that the same thing was tried in New Orleans, and the same answer given. There they offered TEN BUCKS A HEAD FOR FINKS, and don't forget that any man who takes a tanker is a FINK, and should be treated as such.

The usual line of petty beefs during the week, and all were taken care of in the same old way. It seems here that there are a few mates who take a lot of convincing regarding what is and what is not overtime; but in time it will all work out to the best advantage of our organization.

Re: Isthmian Ships

Regarding the Isthmian boats: Was aboard the Steel Maker, and was very surprised to see the conditions that exist aboard these ships. Some of the younger men who have just started to sea on Union ships would not believe that such ships sail the seas under our Flag. The ship's side in the quarters not sealed; steel decks, and no insulation on the overhead. You know that this makes for lousy quarters on the tropical runs, and these crews should wake up and get in the Union, and square these scows up! Trip after trip, around the world, intercoastal to the Islands, in fact, to any port in the world, these ships sail, and are never bothered any place. This is one of the richest companies in America, and their ships have the lousiest quarters! So come on Isthmian sailors, wake up and join the Union, and get these packets fixed up, so that living conditions at least can be brought up to par. In all of the major U.S. ports that you hit, there is representation of the SIU, and all the patrolmen are eager to give you all the assistance they can. When you arrive in port, come to the Hall if you can, if not, call the Hall, and have the patrolman come down to the ship or the dock. Let's get together on these ships, and make them worth riding!

This week's meeting is being postponed on account of the Convention. There is a special steward's department meeting at 2:00 o'clock though, to take care of port rules. Speaking of port rules—Isn't it a bout time that some coastwise rules were put into effect?

A. W. Armstrong
SUP No. 2983

Seatrains New York Beef

(Continued from Page One)
 pending or revoked under the provisions of Section 4450, United States Revised Statutes, 46, U.S.C. 239."

Company Not Responsible

The Seatrain Line officials are on record that they have not asked for this investigation, and absolve themselves of all blame for it. However, subsequent testimony of the master and the chief engineer before the examiners, certainly indicate that they, at least, are trying their best railroad the men concerned, through their obviously biased testimony.

In any event, the men appeared at the Local Inspector's office on the day and hour stated, accompanied by SIU representatives. The Inspectors were, of course, all set to proceed; but, much to their surprise, the SIU representative stated that he wanted a postponement of the case, in order that the men might be represented by legal counsel. Numerous objections were raised by members of the Inspector's Office staff, but when it was pointed out that this was the first time the men had been gotten together, and there hadn't been time to engage counsel, a postponement was allowed until 1:30 P.M. of the same day.

Postponed Again

Charlton Ogburn, A.F. of L. attorney, was immediately contacted, and told of the circumstances, and when the investigation was slated to proceed at 1:30, the attorney asked for a further postponement, due to the fact that he was more or less unacquainted with the case. The proceedings were again postponed until 9:30 A.M., April 14.

The investigation was resumed as per schedule, the Captain of the New York taking the stand, and on several occasions becoming a bit confused in his testimony. Several members of the crew also took the stand, and all testified that they had not refused

to obey the commands of the master, but that they had merely quit the ship on the natural assumption that it is their right to quit a ship, in a safe harbor, whenever they desire to do so. After further testimony, the investigation was postponed until Monday, April 17, but due to the fact that another case was also scheduled for that day, and also because the Seatrain New York was resuming service, and many of the men involved had shipped on her, the case was again postponed until the vessel's return voyage to this port.

The Inspectors are, of course, trying to establish the fact that these men deliberately hindered commerce by leaving the ship without having given sufficient notice to the master.

Articles Signed at Sea

It has been brought out that the men on the Seatrain New York signed Articles at sea on January 29, 1939, and that they were dated February 1, 1939. No Shipping Commissioner was present at the time, in accordance with the law. Furthermore, January 29 was a Sunday, and it is the contention of the Union that any contract signed on a Sunday is not legal nor binding. The Commissioners claim that, for years, it has been the custom to allow the master to have the crew sign pre-dated Articles in his presence, and then have the Commissioner put his seal on them when the vessel arrives in port. Custom or not—it is still not in accordance with the law, and the practice should be discontinued!

The Union has secured the services of A.F. of L. attorney Charlton Ogburn, and at present, it looks as though the Union has an excellent chance of winning the case, and establishing, once and for all, that seamen have the right to quit a ship at any time that a ship is in a safe harbor!

NMU MEMBER MORE EASTERN

(Continued from Page One)
 N.M.U. men fink on N.M.U. men? Do the N.M.U. officials think they will exhaust the supply of "hot oil" by loading it aboard the N.M.U. freighters? Why the holy fear of contract violations? The crew of the SS Malay helped a group of oil workers to win their demands by refusing to handle "hot oil." The West Coast men aboard the SS San Vicente, and their Unions, were not worried with the fear of contract violations, when they refused to load "hot oil," against which men were pounding the picket lines. They won their demand, and showed the solidarity that helps win strikes! What was the strategy behind the advise of N.M.U. officials who tried to counsel the SUP and the MFOW to load "hot oil"? Where is the stew-pot? (That an army travels on its belly is an uncontradicted fact.)

Truly, questions like these cannot remain unanswered. The officials of the N.M.U. cannot, and must not be allowed to adopt any policy but one: "Win the strike, even if it means tying up every freighter, passenger and tanker ship manned by a N.M.U. crew!"

INCIDENTALLY, WHERE IS THE INDUSTRIAL UNIONISM OF THE CIO???

(Signed)

S. Shalagan,

N.M.U. Book No. 863—Eng.

EDITOR'S NOTE: The foregoing letter was received through the mail, addressed to the LOG, and is unsolicited. We have reprinted it in its entirety, and without any changes or alterations.

(Continued from Page One)
 5. One trip off each month.
 6. Increase in pay for all hands.
 The only concessions made to these demands was that the Company agreed to add a few men in the steward's department, and to adjust the pay for a few ratings—but, for only a three-month period.

Demands Ignored

Adjustment of hours, vacations, trips off, and a general increase in pay was completely ignored; and now this company has the sublime gall to say that the SIU is trying to break them!

Despite the fact that the company's books showed a net operating loss for the last year, they nevertheless also showed that they had materially cut down the deficit from the previous year. In other words—they gained ground. Now, because of the Fair, they quite naturally anticipate an appreciable increase in business, and will undoubtedly have a big year.

Figures Meaningless

In any event, regardless of what the figures in their books show, we don't place any great credence in them. Books can be juggled so that the average man can't make head nor tail of them, and assets and liabilities can be so manipulated as to mean little or nothing.

As long as the Eastern ships continue to operate, it must naturally follow that they must be making money, because no company is going to continue indefinitely to operate their ships at a loss. Of course, the company has built up a large reserve, and the men manning their ships are as

Eastern Refuses

(Continued from Page One)
 bership will take this refusal by the company lying down, and it directly up to all of us to demand that our just demands be complied with!

Time Not Ripe

Right now is not the time for strike action, as the ESSCO ships are not yet at their busiest. However, don't lose sight of the fact that we have no agreement with this outfit, and it is directly up to those men on the ships to demand, and get everything they can. A little job action will do the trick, and it's high time that this company was given a taste of it. If strike action becomes necessary at a later date, then they will know that we mean business.

Unity Necessary

All departments are cautioned that they must stick together, because without complete united action, all efforts are wasted! If one department has a legitimate beef, let the other two departments back them up. Sailors, firemen and stewards—you are all seamen, and race, color or creed has absolutely no place in the picture! Use the strength that there is in unity, and pull together at all times!

IF YOU REALLY WANT WHAT YOU ARE ENTITLED TO, YOU WILL HAVE TO GET UP ON YOUR HIND LEGS, AND FIGHT FOR IT! THE EASTERN STEAMSHIP CO., NOR ANY OTHER SHIPOWNER, IS GOING TO GRATUITOUSLY GIVE YOU SOMETHING FOR NOTHING!

YOU HAVE NOT ASKED FOR MORE FROM THIS COMPANY THAN IS YOUR JUST DUE!

YOU HAVE MADE NO EXORBITANT DEMANDS!

WHY THEN, WON'T THE ESSCO COME TO TERMS?

WE HAVE TRIED TO SETTLE THE QUESTION AMICABLY AND PEACEFULLY, BUT CAN MAKE NO HEADWAY WITH THE COMPANY.

IT IS NOW DIRECTLY UP TO YOU. WHAT ARE YOU GOING TO DO?

MAKE JOB ACTION YOUR WATCHWORD!

responsible for this as any other contributing factor. During the lean years that the seamen went through, this same Company paid starvation wages to the seamen, thereby realizing a nice fat profit for the company's stockholders. Now, that business once again shows tangible evidence of improving, why shouldn't seamen be entitled to some additional remuneration to compensate for the many years that they went without?

The ESSCO's plea of poverty has worn itself out, and now falls upon deaf ears! Their only alternative now is to come across with an increase in pay to the seamen whom they starved for so many years!

Thanks for Aid

The crew of the Seatrain Havana, at a meeting held aboard ship, voted unanimously to extend thanks to those organizations and individuals who gave us support, both moral and financial, in the recent Seatrain strike.

The crew of the Seatrain Havana also wish to thank the West Coast men who aided us on the picket lines in New Orleans.

H. N. Peterson, Gulf No. 38

All Seamen Will Remember Curran's Phoney Policies

Approved Fink Hall Shipping and Sanctioned Training Schools

LUNDEBERG GETS QUICK ACTION

Baltimore, April 19—On reading Joe Curran's "Passing the Buck" column in the last issue of the "Pile-it", we note that Comrade Narrue has suddenly become very apprehensive of the Maritime Commission's plans to open Fink Halls on the West Coast. Knowing NMU's previous stand on that question, or at least, Joe's stand on it, it is somewhat amusing to watch him, with the grace of an elephant, turn a complete about-face, and although being a good Union man, we don't wish to appear indelicate, frankly, the sweat that friend Joe is working himself into in kicking the dead Fink Hall issue, smells!

NMU FAVORED FINK HALL

In the CIO's gift to yellow journalism of April 7th, Joey tells him membership that "The NMU has at all times been willing to sit down and formulate a joint policy on the question of the Fink Halls, and on a general program of fighting the Maritime Commission's policy of refusing to recognize the right of unions to bargain collectively for the unlicensed personnel aboard their ships." But, such a statement comes a little too late. The seamen, SUP, SIU or NMU, know that the NMU leadership have been looking forward eagerly to the opening of the Fink Halls. IT ISN'T FORGOTTEN THAT THE MISLED NMU MEMBERSHIP WERE SENT, ON ORDERS FROM THE "TOP FLIGHT", TO DO WPA ON THE TRAINING SCHOOL AT HOFFMAN ISLAND, AND UPON IT'S COMPLETION, THE "PILOT" OPENLY APPROVED OF THE TRAINING PLANS OF THE COMMISSION, AND NMU MEMBERS WERE SENT TO THE SCHOOL IN SPITE OF THE FACT THAT EVERYONE CONNECTED WITH THE WATERFRONT KNEW THAT SUCH TRAINING WOULD BE UNION-BUSTING!

IT ISN'T FORGOTTEN THAT, ALL WINTER LONG, AND UNDER ORDERS, THE NMU MEMBERSHIP WALKED THROUGH THE PICKET LINES OF THE SUP, SIU AND MFOW AROUND THE FINK HALLS! And it isn't being forgotten that the reconditioning of the SS American Seaman is being done in a CIO shipyard.

LUNDEBERG GETS RESULTS

Last week down in Washington, Brother Harry Lundeborg, chief executive officer of the SIU-SUP, with the one hundred percent backing of his own organizations, and the MFOW, CTU, and other bona fide militant maritime unions, took the floor; said in a few words what had to be said, AND THE FINK HALL ISSUE TOOK IT ON THE CHIN, AND NOSE-DIVED TO THE DECK! Now that the battle is over and the victory won, we find, as usual, Curran and the commissars jumping into the ring and kicking the stinking corpse. BUT YOU'RE WASTING YOUR TIME, JOE. THE SUP KNOWS HOW YOU STOOD ON THE FINK HALL BUSINESS: THE SIU KNOWS, THE MFOW KNOWS, THE MTW KNOWS, THE MEBA KNOWS, THE CTU KNOWS, THE MM&P KNOWS, AND—WORST OF ALL, JOE,—THE NMU KNOWS, AND DESPITE ALL OF YOUR BLAH-BLAH IT'S GOING TO COME HOME TO ROOST ONE OF THESE DAYS!

SIU Engine, No. 90

PICKET LINES

(Continued from Page One)

Clearance Demanded

The other day, a SUP man, living in the Seamen's Institute, shipped out of the SUP Hall. When he went to the Institute to get his gear, he was accosted by NMU pickets, who demanded that he go to the NMU Hall and get a clearance card. This man returned to the SUP Hall and informed the Agent what had happened. The Agent then accompanied him back to the Institute, and informed the NMU picket captain that this man did not need any clearance card from the NMU; that he was a SUP man, and that he had the proper assignment cards in his possession. The picket captain still insisted that the man get a clearance card, but the SUP Agent was just as obstinate in his demand

that the man be allowed to proceed on his way to the ship. Needless to say, the man went on to the ship without any further hindrance!

Will Respect Picket Lines

Now—we are perfectly willing and agreeable to playing ball with the NMU, as far as respecting their picket lines is concerned, but we will not allow them to insist upon any of our members having clearance cards from their organization. We feel that we are well able to take care of that matter ourselves, and resent any such interference on the part of the NMU. We have pledged ourselves that our members will not violate the NMU picket lines, and that should most certainly be enough assurance of our good will.

In closing, we wish the best of luck to the NMU in their fight on the tankers, and hope that they are successful in gaining all their demands!