

NEW ORLEANS CONVENTION OF NMU PACKED BY COMMIES

**All Set to Steam-Roller Program
And Save NMU for Party**

GULF RANK AND FILE FIGHT

Well, well, "hellzapoppin" way down yonder in New Orleans. The "fellow travelers" from the East Coast and all those who were chased out of Texas, have concentrated at the Crescent City, with the avowed intention of saving the NMU for the Communist Party! Just what the eventual outcome will be, is a matter for conjecture, and we wouldn't like to make any rash predictions.

RAMPANT "RED RAIDERS"

However, after looking at the list of convention delegates, it can be very plainly seen that the CP is to be well represented. Such sterling (?) individuals as "Blackie" Myers, Roland Perry, D. J. Gavin, John Rogan, "Rasputin" Lawrenson, McGowan, Moe Byne, "Smitty" Hopkins, "Paddy" Whalen, Ted Lewis, and numerous others. What a nice gang of "red raiders"! Looks more like the roster of delegates to a commy convention, instead of one for a maritime labor organization! Moreover, the boys all have implicit instructions to report to "Mile-a-Minute-Joe" as soon as they arrive in New Orleans on Saturday morning, to get their instructions in the methods to be used in gaining, and keeping control of the convention.

SHOWDOWN AT CONVENTION

Now, on the other side of the fence, there is a plenty large group of militant rank and filers in the Gulf District, who have sworn that they will have no part of the East Coast NMU until the comrades are ousted from the saddle! The convention in New Orleans is where the showdown will be, and the eventual outcome will tell the fate of the future of the NMU.

Who will come out on top? Curran and the rest of the commies and stooges are down there fighting for their pie and pork chops, and it's going to take a lot of wrangling to do them out of them! The rank and filers are just as determined to oust the commies, and put the union under real democratic control once again. Looks like an "irresistible force meeting an immovable body"!

Heigho! You bets your money and takes your choice! One guess is as good as another, and the convention has all the makings of a regular "Donnybrook Fair",—including foot-racing!

STEAM-ROLLER READY

It is, of course, a foregone conclusion that the comrats will adopt steam-roller tactics, and exert their utmost to high-pressure things their way, and it isn't a far-fetched conclusion to say that they are very likely to succeed. They are so thoroughly acquainted with the methods of packing any sort of a meeting, that the more or less uninitiated will find it exceedingly difficult to cope with their machine.

RANK AND FILE GROGGY

It does seem to us that the real rank and file membership of the NMU should, by this time, be sufficiently aroused to take some drastic action to prevent the comrats from continuing to use the NMU as a political football, but then, they have beaten down so much that they come to take such a situation as a matter of course. The dictatorial stance assumed by the CP top fraction in running the affairs of the NMU has had the average rank and file member running in circles. He doesn't dare to speak out in open meeting, and state his views, for fear that the commy goon squad will meet him outside and dump him. Witness what happened to Frederick Phillips,—a NMU official who would not go along with the party policy! Whether Jerry King was framed or not, we don't know, but from all reports, his trial was most certainly railroaded through,—mainly because he also bucked the top fraction of the Party.

Taken all in all,—it is indeed a very sorry state of affairs, but we're not going to put ourselves out on a limb by making any predictions as to the outcome;—we're merely going to sit back and watch developments. Of course, we do have a very definite hunch,—but we ain't a'sayin'!

SEATRAN ORDERS TWO NEW VESSELS

New York, N. Y., July 7—The Seatrain Lines, Inc., yesterday announced that they have placed orders for two new ships to be built by the Sun Shipbuilding and Drydock Company of Chester, Pa. The vessels, which are similar in type to the Seatrain Havana and Seatrain New York will be placed in service between New York and Texas City, Texas.

It was also reported yesterday that the Seatrain company had signed a long term lease with the Texas City Terminal Railway Company, and arranged for the construction of a terminal of the special type required for handling box cars.

Although the cost of the two new vessels was not announced, the ships built in 1932 cost \$1,500,000 each.

The vessels will be ready for service next summer.

Bridges Classed As A Strike Breaker!

**West Coast Longshore
Official Says Harry
Was a "Ribbon Clerk"**

New York, N. Y., July 7—At a meeting of the Atlantic Coast District of the ILA in the Hotel Commodore yesterday, Tiny Thronson, West Coast ILA Secretary, declared that Harry Bridges began his career in this country as a strike-breaker, and that commy propaganda had built a "false halo" around him.

Thronson denied statements to the effect that Bridges had been a labor leader in Australia before shipping to San Francisco in May, 1920. He asserted that Bridges had been a "ribbon clerk in a department store in Australia", and had no connection with the labor movement there.

"Subversive propaganda on the Pacific Coast has so confused the longshoremen," Thronson stated, "that it has built up a false halo around Bridges whose record dates back to strike-breaking activities during 1921, in the seamen's strike, in New Orleans."

"And for these loyal services to the shipowners he was given a job on the waterfront in San Francisco and membership in the blue book of the company union. When we started to organize in 1933 Bridges was the last man in his gang to come in the International Longshoremen's Association."

"Due to false publicity they made a big shot out of him and he bargained his position to feather his nest. It is rumored on the West Coast that he gets \$12,000 a year as regional director of the CIO, and he gets an additional \$75 a week and an unlimited expense account as president of the International Longshoremen's and Warehousemen's Union of the CIO."

"Since the change in affiliation from AFL to the CIO working conditions on the waterfront have steadily gone down."

JOB ACTION IN PORTO RICO MAY HAVE DRASTIC RESULTS

**Local Inspectors Instructed
To Investigate Affair**

MEMBERS SHOULD BE ON GUARD

Job action, when properly handled, is an exceedingly potent weapon; but oftentimes, when applied in the wrong way, it can, and does act as a boomerang!

An instance of this is the recent beef on the Bull Line ships in Porto Rico. The whole difficulty arose over the refusal of an engineer to employ a man who had previously admittedly missed two watches. The crew of the vessel took the stand that the engineer would either hire the man,—or else! In the face of this, the engineer still refused to hire the man in question, and, in retaliation, the crew promptly quit the ship. This "job action" then spread to three other ships in Porto Rico, and the beef grew to alarming proportions. Cablegrams were exchanged between Porto Rico and New York, long distance phone calls were made by the company, and even unauthorized persons injected themselves into the picture with phoney cablegrams.

PROPOSAL REFUSED

The Bull Line proposed to the man in dispute to bring him back to New York as a first class passenger on any ship on which he wanted to return, and settle the beef here. They further agreed that if the engineer was proven in the wrong, they would pay the man from the time he was to have shipped aboard the vessel. This was also agreeable to the SIU officials in New York. However, this was refused by the man involved, who insisted upon coming back as a member of the crew of the SS Angelina. A cablegram from Headquarters to San Juan, instructing the crew to sail the ship, and settle the beef here, was disregarded. Finally, the man was signed on the ship, which then sailed, as did also the other ships involved.

INSPECTORS INVESTIGATE

Now,—under instructions from the Department of Commerce at Washington, D.C., the local Inspectors have been advised to investigate the matter, and the crews on the four ships involved in the beef will have to appear. The crew of the Angelina has already made one appearance before the local Inspectors, but due to the short notice they were given, the hearing was postponed until the ship returns from her present voyage.

It is apparent, from the attitude of the local Inspectors office, that it is their intention to try to prove that the crews of these ships left them without giving the required proper notice, under the ships' articles, and also that they acted to the hinderance of commerce. Whether or not they can prove this assumption, or contention, remains to be seen. But,—in the event they do,—it will probably mean the suspension of the certificates of all the men involved!

From what we can find out, the Bull Line is not responsible for this investigation, as they did not ask for it. The Bureau of Marine Inspection and Navigation, of the Department of Commerce, at Washington, D.C., got wind of the affair, and decided, apparently on their own hook, to conduct an investigation.

SETTLE BEEFS IN N. Y.

As has been pointed out before,—the Bull Line ships running between New York and Porto Rico are not gone for any length of time, and it wouldn't be working any hardship on any of the men on these ships if they waited until they return to New York to settle any beefs which may arise. They have been settled to the satisfaction of the crews here in New York before, and they will continue to be. All that is necessary is to send an air mail letter from San Juan to Headquarters, explaining the beef, so that it can be thoroughly investigated before the vessel returns to New York. In this way, considerable expense,—to say nothing of numerous headaches,—can be avoided.

Published by the
**Seafarers' International Union
 of North America**
 Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
 11 Steuart Street, San Francisco, Calif.

**Atlantic District
 HEADQUARTERS**

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

Boston 1 Rowes Wharf
 Providence 465 So. Main Street
 Philadelphia 6 North 6th Street
 Baltimore 212 East Pratt Street
 Norfolk 307 East Main Street
 San Juan, Puerto Rico 8 Covadonga Street

**Gulf District
 HEADQUARTERS**

New Orleans 309 Chartres Street
BRANCHES

Savannah 218 East Bay Street
 Jacksonville 136 Bay Street
 Miami 809 N. E. First Avenue
 Tampa 206 Franklin Street
 Mobile 55 So. Conception Street
 Houston 1712 - 75th Street

**Great Lakes District
 HEADQUARTERS**

Detroit 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
 PUBLICATION TO:

"THE SEAFARERS' LOG"

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

HONOR ROLL

The crew of the SS Cornish, of the ESSCO Lines last week donated to the SEAFARERS' LOG the sum of \$4.00. They made the request that it be published in the "LOG", and the crews of other ships be requested to follow suit. The crew on this ship, incidentally, in the recent strike on the ESSCO Line, was the only ship that voted 100 percent in favor of calling a strike. Now they have further shown that they are real Union men, by their donation, and we believe that the crews on other vessels will soon follow their example.

Don't forget, that by donating to the "LOG" you are helping yourselves, in that publicity is the life blood of any organization. Also, do not lose sight of the fact that you are not forced to pay any assessment for your paper, as are the members of the NMU; and, furthermore, we do not solicit advertisements, and will not accept them.

Come on gang,—get your names on the Honor Roll by contributing to the "LOG".

HONOR ROLL

The crew of the SS Pan Gulf donated a total of \$11.75 to the SEAFARERS' LOG, and the following members contributed:

Benson	\$1.00
Anderson	.50
Winecoff	.50
Ryan	.50
Thaxton	.50
Hartman	.50
Boddon	.50
Hicks	.50
Dukes	.50
Graham	.50
Steward	.50
Chief Cook	.50
2nd Cook	.50
Weir	.50
Walker	.50
Pash	.50
Hoffmaster	.25
Jones (Oiler)	.50
Smith	.50
Kyser	.50
Jones (Fireman)	.50
Stinson	.50
Tommy	.50
Stanley	.50

Philadelphia News Items

M & M REFUSES TO RECOGNIZE SIU

Company Officials Take Phoney Stand

Philadelphia, Pa., June 24 — Along with refusing to allow our delegates and officials to go aboard their ships, the Merchants & Miners have a new angle. They give an oiler, or a dock checker a letter to (???), and lo! and behold! he comes back with a chief steward's certificate! This sure strikes the writer as very funny, because when I went up for my certificate I was told by the Inspector that in order to obtain a rating of chief steward, I had to show at least three year's discharges as cook and steward.

M & M Revokes Passes

It also strikes me as rather peculiar that although numerous other steamship companies were informed that we were not the certified bargaining agency for the unlicensed personnel, that the M & M alone chose to revoke our passes, and deny us the right to interview our members aboard their ships.

It is also not so funny that both Mr. Blaisdale and Mr. Hoagland, in the presence of Agent Reddie and Patrolman Harry Goldberg, did admit, and produce a copy of the original letter which specifically stated that the SIU of NA was the bargaining agent for the unlicensed personnel aboard the company's ships, and also made the statement that it was signed at the pleasure of Mr. Merrill, the head representative of the company, in Baltimore.

The letter also inferred that as we were the representatives of the men, it was the wish of the company that we live up to, and abide by the contract existing between the company and the Union.

Questionable Action

Therefore, why all this rumpus about a non-existent contract, and all that bunk, when the head officials in this port, and in Baltimore, time and again recognized us as the representatives, and even went so far as to hold a conference with "Duke" Dushane and Agent Reddie?

I don't know as to whether these and a lot more questions can be answered by Blaisdale, Hoagland, Merrill and company.

I am wondering what is in the backs of the minds of some of our members, and wondering if a little action would not be indicated.

Fraternally,

H. J. Collins, No. 496

Philadelphia, Pa., June 24 — Things will be popping in good old Philly one of these days. The "Red-head" has stood about his limit of tactful and diplomatic dickering with the Merchants & Miners. Their latest move of revoking the patrolmen's passes aboard the ships, and refusing to recognize the Union as the bargaining agent, was the pay-off. It looks like Merrill & Co. are really asking for the business.

They are perfectly satisfied with the Union, until we insisted that all men for replacements be Union men, and that they be cleared through the Hall. That did not fit in at all, as they have about twenty men living on the old Essex, which is tied up and being used as a hotel.

Since the NLRB was so kind to inform them that we are not the original signers of the agreement, and that the company would not have to deal with us,

Baltimore Highlights

Improvement in Conditions Reported by Baltimore

Branch Favors Vote on Assessment For Hospital and Burial Fund

"COMMODORE" WHALEN SEASICK!

Baltimore, Md., June 28, 1939—Shipping continues moderately good out of this port, with 69 members shipped out during the past week. The tying up of a couple of the Bull Line fleet and extended dry-dock periods for a few ships of other lines is being compensated for by some of the tied up ships coming out of the bone-yard, including the Robin Line's SS Maine, which goes out under an Isthmian charter for a trip to the Hawaiian Islands. A movement of SIU men in from the Lakes is noted here, and the steady stream of NMU men getting information about joining up continues unabated.

Last Monday night's regular business meeting took up the question of a burial assessment. This question, judging by the frequency with which it pops up, is evidently of great interest to the average member especially at times when the Branch reports the "passing on" of some brother who usually was in poor financial circumstances. After some discussion on the matter it was decided that a resolution be drawn up which if concurred in by Headquarters would be submitted to the membership for their approval.

Conditions Improving

Although it has been a slow process with some of the lines, improvements in living conditions for their crews is going ahead at a good pace now. It was with a great deal of satisfaction we noted the new refrigerators for the crew being swung aboard a couple of the Bull Line ships last week and repairs, de-lousing, and a general cleaning up of quarters is noticeable on the majority of the SIU ships clearing this port.

Commission Propaganda

Quoting from one of the Maritime Commission propaganda sheets that are being tossed out all over this waterfront, we note that one of the trainees has this to say: "the barracks are very modern, airy, warm, well-ventilated, and very well lighted. The bunks are of the latest two-deck type with white linen and blankets . . . food is excellent. . . ."

We suppose this is what the Commission considers "training" for the American Merchant Marine.

Can you imagine the thoughts of the "fink recruit" who wrote the above when he finishes his "training" and then ships out on something like a Sword Line, or American Range Line floating bed bug asylum. WE WONDER IF THE ADMIRALS AND THE SHIPOWNERS WILL EVER GET IT THROUGH THEIR THICK HEADS THAT THE AMERICAN SEAMAN FIGHTS, STRIKES AND SQUAWKS NOT BECAUSE HE IS BY NATURE A NATURAL HELL-RAISER BUT SOLELY BECAUSE HE IS AN AMERICAN AND LIKE ALL OTHER AMERICANS SINCE OUR FATHERS LICKED THE PANTS OFF GEORGE III HE'S GOING TO FIGHT FOR HIS LIBERTY; THE LIBERTY THAT GOES WITH DECENT WAGES AND THE RIGHT TO WORK UNDER DECENT CONDITIONS. Let the present Administration spend the same amount of money they've spent in setting up the Maritime Commission, in boosting the wages, and improving living and working conditions aboard the

average American vessel, and they'll find there will no longer be any need for a Hoffman's Island to teach Americans "discipline".

Sea Sickness "Commodore"

Rumors that "Commodore" (motor boat) Patrick Whalen led the parade for the Maryland Yacht regatta Sunday are without foundation. Ever since "Commodore Paddy" got seasick steering the pride of the Soviet Navy around and around one of the tankers laying in Baltimore harbor, he has avoided water like the devil and on being helped out of his "yacht" by his solicitous membership on that occasion "Commodore" (say sir, to me, boy), Pat was heard to remark feebly that water in any shape or form never had agreed with him.

"Typical" Ship Suggested

Word from the New York World's Fair that they were considering putting a vessel—typical of the U.S. Merchant Marine—on exhibition at the Fair caused considerable discussion around here. After deep thought it was the opinion of the members in general that the most "typical" ship they could think of was the SS Plow City of the American Range Line. However after further consideration, the well-known tender spot the average seaman has in his heart for the members of the fair sex came to the top, and the thought of the fair ladies stepping daintily over piles of decaying bedbugs, roaches and other livestock, and donning gas masks over their loveliness while they inspected the messrooms, was too much for the SIU men and the Plow City suggestion was withdrawn.

Fraternally,

Wm. McKay, Agent

Providence Notes

Providence, June 26—Shipping good here this week on AFL ships. CIO men in NMU are locked out on tankers, and are inquiring about transfers. Socony has declared an open shop in this port. NMU officials seem passive to Standard Oil.

NLRB claimed this week that we must have a hearing before them before we are certified to represent men in the New England ships. The majority of men in the four ships have signed our pledge cards, and more are signing as fast as they are contacted.

Frank Berry, Agent

HERE and THERE in the GULF

MIAMI AGENT POINTS OUT POLICIES WRECKING NMU

Curran's Accusations Against King Proof of His Own Guilt

PHONIES RULE FROM TOP

Miami, Florida,
June 24, 1939

Seafarers' Log,

P.O. No. 522, Church Street Annex,
New York, N. Y.

Dear Sirs and Brothers:

AN OPEN LETTER TO ALL SEAMEN

This past few days have seen quite an upheaval in the Seamen's movements. The cause is that the CIO seamen are beginning to wake up to the fact that they are being misled. The following is not Union wrecking or disorganizing statements, as the NMU is nothing more than a shell.

After reading this week's Pilot, an unprejudiced observer can see that it is an established fact that King is guilty as charged, yet throughout the testimony there is in plain cold facts evidence that the Maritime Commission is nothing but a Union wrecking bureau.

CURRAN EXPOSES SELF

Curran has proven King guilty, but in that evidence he also has stated, quote, "The tie up between Jerome King, the Maritime Commission, and the shipowners will also be exposed by a written document showing that when it became necessary to obtain the help of the shipowners to bring about the naturalization of a Union Official, King and Emerson made that possible." unquote.

Therefore it is only a reasonable deduction that Joe Curran has proven that by advocating Government Fink Halls and Maritime Commission Ships he too is wrong.

A great many of the seamen will read this and realize its truth and plain bare facts. Yet there are those who are affiliated with an organization other than the Seamen's movement which will claim this a blast.

POLITICS CAUSE SPLIT

Those that stop to think will see what has happened since the NMU was formed. Those who fought so hard to expell the ISU fakers, saw that by following the path they started on in '36 and '37 they would have expelled all the Phonies and been one Union. But a political party saw different; they saw a chance to split the Seamen's movement and labor as a whole.

The men who were elected to lead the '36-'37 strike in the small ports, and the Gulf Headquarters, had no monies to buck such a political organization, so they went to the Pacific Coast where they went hungry and slept where they could until it came their turn to be admitted into a Union where the membership, who worked at sailors' work, run the Union.

There is also testimony that Lester Lord was in a Los Angeles prison on June 27, 1928. If my memory is correct, which I believe it is, Lester Lord was in New Orleans and had just got through doing a rap for Union Activities in the '36-'37 strike. He was still fighting for the principles which he was fighting for when he was sent up.

PHONIES ON TOP

On the other hand there are men now officials in the NMU who were nothing but wino's and chiselers before '36-'37, and others who were chased out of the West Coast Unions for using monies recklessly, and for eating chicken, etc., while the membership was on strike, and for disrupting meetings with political propaganda which did not pertain to the benefit of the seamen.

ALEXANDER MUSCLES IN

When I made up my mind to sail on the East Coast I was a SUP man. Arriving in Mobile I attended a NMU meeting, the one at which Harry Alexander was elected Agent. It was terrible the way the thing was done. After four tries to get Alexander elected (after each count of the votes the man elected would resign) the former Agent finally got up

ATTENTION!

The following motion was carried in the New York Headquarters meeting of June 26:

"That all Branches stand instructed that they are not to take any action on motions or Resolutions passed in their own meetings until they have been concurred in by a Headquarters meeting."

The Miami Branch meeting of June 26 took exception to this motion, and passed a motion requesting New Orleans Headquarters to ask New York Headquarters "why such a dictatorial motion was put forth."

The New York Headquarters meeting of July 3 non-concurred in the Miami motion, with the rider that the Miami Branch be instructed to read Article XVII, Section 1 of the Constitution. This was amended to read that Article XVII, Section 1 be published in the "LOG", and the attention of all Branches called to it.

Article XVII, Section 1 of the Constitution reads as follows:

"ALL BRANCHES SHALL BE UNDER THE IMMEDIATE JURISDICTION OF HEADQUARTERS, AND NO RULE ADOPTED OR ANY ACTION TAKEN BY ANY BRANCH SHALL BE CONSIDERED VALID OR BINDING UPON THE MEMBERS OR UPON THE UNION UNTIL ENDORSED BY THE MEETING AT HEADQUARTERS."

and explained Alexander was sent there to be Agent, and the membership should elect him. This was done, although it was evident the men wished the former Agent to be in office.

Jackson, who is now Agent, was dispatcher there at the time. He was on the MFOWW Strike Committee in Portland, Oregon. That Committee had a charge account with a Taxi Cab Company and the membership raised hell when they found out about it.

STEAM-ROLLER TACTICS

From there I went to New Orleans, where I left the ship and stayed ashore. At that time the '38 elections were coming off. The NMU men had to have 25 men OK a nominee before his name could be put on the ballots. It was evident that the Party Gang would not be elected, so to block it, the officials called a Special Meeting, at which they told the gang all sheets would be read off, and would the members who signed them please come up and check their book numbers, and if the men that signed them were not present the nominee's name would not appear on the ballot. This seemed funny as the shipping list had about 900 names and the hall only accommodated around 300, which left the majority on the beach, and those on the ships, who wished to have something to say, OUT IN THE COLD.

At this point of the meeting four SUP men and myself could stomach no more and asked to be excused. This, and the knowledge that those men who are really trying to build a seamen's Union in the A.F. of L. under the banner of the SIU are seamen with plenty of discharges to prove, it is why anyone with any sense is SIU.

HAPPENINGS in MOBILE

PORT COMMITTEE SETTLES BEEFS

Waterman Purchases Lykes Bros. Ship

Mobile, Ala., June 26—At the regular joint meeting held June 19, Patrolman Banks reported the deck department overtime as follows:

SS Bellingham—17½ hrs. (7 hrs. penalty for all hands.)
SS Topa Topa—15½ hrs. (2 hrs. penalty for all hands.)
SS Hastings—218 hrs. (14 hrs. penalty in dispute.)

The above ships are of the Pan Atlantic Line, on the twenty-one day coast run. This should show the membership of the SIU exactly the working conditions on these ships operating out of Mobile. The yearly average on the above ships on this twenty-one day run, for all departments, is approximately three hundred dollars a month.

Port Committee Effective

The members of the crew of the SS Hastings held a meeting before paying off June 19, and some of the more militant members wanted to take JOB ACTION. After the agent and delegates pointed out Sections 5 and 6 of the "General Rules" of the Waterman agreement, the crew decided to appoint a port committee to meet with the Waterman Company to settle the "penalty overtime" beef on the Hastings. During the time this agreement has been in effect, the Waterman Company has not won ONE of the disputes which have been settled by a duly elected port committee. In fact, your correspondent will wager that the crew of the SS Hastings receive the penalty overtime in dispute.

Jacksonville Minutes

At a regular joint meeting, held June 5, considerable discussion was on the floor pertaining to the Jacksonville Branch minutes of the previous week. "Jacksonville minutes read: M/S/C to non-concur with Jacksonville minutes regarding shipping list being turned

over to U. S. Shipping Commissioner. Amendment: To forward action of Mobile Branch to Jacksonville regarding local action on above question. Amendment: To advise Jacksonville Branch to contact New York headquarters regarding action taken in New York on above question."

Shipping for the week in Mobile:

Deck	32
Engine	18
Stewards	18
Total	68
Registered	32

All ships of the Mobile Oceanic Line, Pan-Atlantic and Puerto Rican line are now running, and should be very good out of Mobile.

Waterman Buys SS Dryden

A letter from the Waterman Company was read to the membership, regarding JOB ACTION taken on the various company ships in Gulf and Atlantic ports. The agreement states that all grievances of ships' crews will be settled by a duly elected port committee. There shall be no walk-outs or stoppage of work. All beefs have been settled to the satisfaction of the membership, previously, and will continue to be.

The Waterman Company recently purchased from Lykes Bros., of the SS Dryden, to be delivered about July 15. This will make about thirty-four more permanent jobs in the Gulf that the NMU have lost, and the boost to the SIU is small, but is indicative of the steady gains made in the East and the Gulf.

C. Underwood, Gulf No. 2

Jacksonville, Fla., June 21—Everything is progressing satisfactorily in the Port of Jax, and I am contacting all East and W.C. ships. Settling all beefs to the satisfaction of the crews of E. C. ships.

The membership in the Port of Jax have the utmost confidence towards the members on the Florida and Cuba, in regards to their donations for the picket line in front of the fink-herder (Fred Engle-houser), which amounted to \$21.10. This shows that the membership of the SIU are beginning to understand what solidarity means.

Shipping was fairly good last week, but it has slowed down some. There are about 15 men in all departments on the shipping list.

If all the crews will respond as quickly as the crews from Miami, it won't be long before he will attain the goal which we are striving for—and that is—A National Seamen's Union!

Steady as she goes

Fred Lauritano

NOTICE!

All SIU members who are confined in Marine Hospitals are hereby advised to immediately notify their SIU Agent in the port nearest to where they are hospitalized, in order that they may receive regular weekly benefits.

This does not apply to members who are already receiving benefits.

J. Gunnison, No. 4G

NLRB CERTIFIES LAKES SIU ON D & C SHIPS

Labor Board Grants Certification
On Strength of Pledge Cards

AGREEMENT BEING DRAFTED

SEAFARERS' INTERNATIONAL UNION
GREAT LAKES DISTRICT

TO ALL EMPLOYEES
STEWARDS DEPARTMENT
D&C LINE SHIPS
GREETINGS:

Recently the Seafarers' International Union succeeded in securing the signed authorizations from a clear majority of the employees of the Steward's Department of the D&C Line ships. The Union then made application to the National Labor Relations Board for certification as the bona fide representatives of said employees. The National Labor Relations Board has now sent to the Company and the Union the following certification and the Emergency Board expects to have an agreement worked out shortly with the company which will be submitted for approval to those members of the Steward's Department who have indicated their intention to affiliate themselves with our Union.

Fraternally yours,
R. D. THOMPSON, Chairman.

COPY OF CERTIFICATION
NATIONAL LABOR RELATIONS BOARD
Washington, D.C.

In the Matter of)
SEAFARERS' INTERNATIONAL UNION) CASE NO.
OF NORTH AMERICA, GREAT LAKES) W.H.-122
DISTRICT)

CERTIFICATION OF REPRESENTATIVES AS BONA
FIDE UNDER SECTION 7(b) OF THE FAIR LABOR
STANDARDS ACT OF 1938.

The National Labor Relations Board hereby certifies that the Seafarers' International Union of North America, Great Lakes District, is a bona fide representative of employees, for the purposes set forth in Section 7, Subdivision (b) of the Fair Labor Standards Act of 1938.

Dated, Washington, D.C., this 27th day of June, 1939.

By direction of the Board:

(SEAL) NATHAN WITT, Secretary

Lakes Headquarters Elect Marine Council Officers

Council Embraces Seven Unions
On Mutual Protection Basis

BOB-LO SIGNS CONTRACT

Detroit, Mich.—A great deal of progress has been made in connection with an efficient functioning of the Marine Council. At a regular session of the Council business meeting temporary officials were elected. Brother Hoffa of the Teamsters' Joint Council, and Brother R. D. Thompson of the SIU, were elected President and Secretary-Treasurer respectively.

The scope of the Council has been extended on a mutual protection basis to seven powerful Union, and the prospects of further increased membership are extremely rosy. All provisions for office supplies, such as stationery, etc., were taken care of in the levying of a special assessment. All members of the Council are enthusiastic about the future, and hope to extend its influence to the entire Lakes District.

Further Gains

Another important concession regarding Sunday work on the D-C excursion trips was obtained by Brother Thompson. In the future, all gear carried from the dock to the vessel will be classified as overtime. This makes one more for the long list of improvements already secured from this important company.

On the Chicago, Duluth and Georgian Bay lines an innovation was introduced, which will sub-

stantially increase the wages of some of the crew. The watchmen, hitherto classified in the steward's department at \$70.00 per month, have been transferred to the deck department, and the wages raised to \$125.00 per month. It is things like this that remind the membership of the value of a strong Union.

On the Chicago-Milwaukee Transit Co., negotiations affecting the wages and working conditions of approximately one hundred stewards are being transacted. Our International representative will leave for Chicago this week, and will report later on his progress.

At the time of going to press, we have just received an iron-

SIU Phonies Left Seamen Holding The Old Sack!

In regards to claims now made by former officials of the ISU as to their standing with regards to elections held by the NLRB in 1937-38, there is this to be said:

In all ports on the East Coast and Gulf seamen were organized into the ILA, with the exception of Mobile and Savannah. The officials who are now making all these claims had left the seamen up in the air, and if the ILA had not stepped in to protect the AFL, we would have had no seamen. As soon as the AFL started organization, these seamen were turned over by the ILA to the AFL Seamen's Reorganization Committee.

Of the marine unions at that time, the SUP was the only organization in which gains for the seamen were made, and held. When the International Charter was issued by the AFL, and given to the SUP to organize, a step for a seamen's Union on all coasts, and on the Lakes was started. Many contracts have been signed by the new International, and gains have been made for the seamen on the Lakes, and Atlantic and Gulf Coasts.

The SUP has always insisted upon shipping from the Union Hall, as this is the only way a seamen's Union can be made a safeguard of the seamen's rights. They are opposed to training schools, for the reason that there are too many unemployed seamen now, and instead of men we need more ships. The stand taken by the U.S. Maritime Commission of shipping through the Shipping Commissioners is not following out the policy of the Government, as it applies to the private ship-owners who are made to deal with the Unions, and the Maritime Commission ships are run by private capital, and not by the government.

Patrick Ryan,
A.F. of L. Representative

BOSTON News Bits

HOW COME, BOSTON?
NO NEWS?

ATTENTION!

For the information of various members who have made inquiries from time to time regarding the number of members in each department in the Atlantic District SIU, the figures are, up to and including July 7, 1939, as follows:

Deck Department	1,746
Engine Department	1,596
Steward's Department	1,719
Total	5,061

bound contract with the Bob-Lo company. The most important feature of this contract is the inclusion of an overtime clause which will eliminate a lot of past abuses. Some NMU stooges in this outfit used a lot of propaganda on the personnel, but despite all their lying tactics, a huge majority of the crews indicated a preference for our representation.

J.J.D.

HOW CAN GRANGE'S PHONEY ISU PAY IT'S OWN WAY?

A Few Pertinent Facts for the
Information of the Members

WHO WILL BUY DAVE'S CIGARS?

We would like to point out a few pertinent facts to those of our members who have been foolish enough to listen to the "bull" being passed out by Dave Grange and his cohorts.

Suppose Grange and his mob did take over the control of the stewards on the Eastern ships. (Which we know they never will do.) How would they pay their own way?

MATHEMATICAL FACTS

Figure it out this way: The ESSCO ships, during their peak season carry about 650 men in the steward's department. This lasts for not more than four months per year. All right:—650 men at \$1.50 per month, for four months comes to \$3,900. During the other eight months of the year the ESSCO ships carry an average of 400 men in the steward's department. At \$1.50 per month this amounts to \$4,800. Add them both together, and you get a total of \$8,700 per year income for Grange's projected union.

Now, the so-called ISU has, at present an "Executive Board" of five men. Even if they are paid only \$30 per week, it will amount to \$7,800 per year, which must be paid out in salaries. On top of this you have rent to consider. Of course there must be halls in both Boston and New York. Figuring it at a minimum of \$30 per month for each hall, we have \$720 for a year's rent. Then they must have telephones, which will certainly cost them, at the very lowest, \$10 per month for each phone,—or \$240 per year.

Add all these expenses up:—salaries, rent and telephones, and you get a total of \$8,760 for one year's operating costs. Remember that this does not include such items as travel, printing, and other miscellaneous expenses. So what do you have? Income for one year, \$8,700;—expenses for year, \$8,760,—or a net loss of \$60 per year.

Now, it is certain that Grange and Company have figured this thing out for themselves, and they can't possibly arrive at a lower figure for expenses than we have just shown you. How then, do they plan to overcome this deficit? Obviously, they will have to increase the dues to at least \$3.00 per month, and on top of that, they will add all sorts of assessments.

WHO IS GOING TO PAY?

It's a cinch that none of the pie-cards associated with Grange will be satisfied with a mere \$30 per week, and Grange himself is used to something like \$200 per week, plus expenses. That's what he was getting when the old ISU folded up, and anyone who thinks that he was ever worth it is just plain nuts! Don't forget that \$200 per week adds up to \$10,400 per year,—which is some coconuts for a labor faker of his ilk! And then, who is going to pay for Dave's specially made cigars? Who is going to pay for the banquets we know he would like to throw for certain shipowners? Who is going to pay his first class railroad fare on his frequent trips, and for his two and three dollar tips? When it comes to expenses, Dave certainly knows how to make them add up! In the past he was frequently heard to remark, "Who cares how much it costs? The membership is paying for it!"

WHAT WILL HAPPEN?

But then, of course, perhaps the "Rajah" figures on getting rid of his phoney "Executive Board", and of hiring a couple of stooges to collect the dues for him. In this manner, he could probably assure himself alone of a fairly comfortable income; but there are other obstacles in the way of his plans. What does he plan on doing with the two or three hundred men who will be out of work for eight months out of the year? He will certainly have no other ships on which he can place them. What will happen then? Naturally, these unemployed men will soon become dissatisfied, and will eventually drift away from his phoney union,—leaving him right back where he started,—except that he will have a few of their hard earned dollars lining his pockets!

Oh no!—the "Rajah" isn't looking to benefit the seamen in any way, but seeks to further delude them, and provide himself with another fat pie-card! Any union with Grange at the head of it could amount to nothing more than a racket, and any seaman who would associate himself with such an outfit should consult a psychiatrist!

Think it over boys,—think it over,—and if you can prove to us that Grange or any of the other phonies can improve your conditions, or even have your welfare at heart,—we'll put in with you. But take our word for it,—there is no altruism involved on the part of Dave Grange & Co.!