

NMU OFFICIALS FOSTERING GOVERNMENT REGIMENTATION

Accuse SIU of Selling Jobs But Cut NMU Initiation Fee to Sell Only Membership Books

The NMU Pilot, following in the footsteps of the Voice of the Federation, has gone to great pains, and no little expense, to make much of the fact that one Japanese by the name of Kenjiro Suzuki was issued a book in the SIU. Although admitting that he was once a member of the NMU, they conveniently neglected to mention that he had never secured a job while he was a member of that organization.

They baldly state that the SIU has "Jobs for Sale", and that we joined this man on the strength of the promise that we would get him a job on a ship so that he could get back to his native land. Although it is hardly necessary for us to deny this utterly ridiculous statement, nevertheless, we feel that we should offer a word of explanation.

NO PROMISES MADE

When Suzuki first applied for admittance to the SIU, he was refused. Not only once, but on several different occasions. However, he persisted, and although he was told that the SIU has no ships running to Japan, he insisted that he desired to be a member of our organization, as the NMU had done nothing for him in all the time he had been a member. He was eventually issued a book, for a mere transfer fee, and was not charged a full initiation, and shortly thereafter, was fortunate enough to ship out on a ship bound for the West Coast.

What happened when he got there, we don't know, but it is quite evident that the comrats saw their chance to put out some phoney propaganda, which, as usual, was a lot of distorted facts.

NMU BARGAIN RATES

Now, while the NMU officials are accusing the SIU of having "Jobs for Sale", the NMU National Council has decided to make a drive on the SIU membership, particularly in the Gulf District, by reducing the initiation fee from \$25 to \$10. IT'S NOT JOBS THAT THE NMU IS SELLING, BUT MERELY A MEMBERSHIP BOOK, WHICH GUARANTEES EXACTLY NOTHING! Over sixty percent of their own membership are on the beach, and they want to take in more members! THEY DON'T EVEN HAVE ANY JOBS TO SELL!

NMU NEEDS MONEY

Their treasury (?) is depleted, and they are badly in need of funds. What simpler way of getting money than to declare a bargain on membership fees? As a matter of fact, even at \$10, it isn't any bargain!

Of course, they intend to intensify their membership drive on SIU members who are employed aboard ships. The strategy of such a move is very easily seen. THEY DON'T WANT THE MEN:—THEY WANT THE SHIPS, AND THE MONEY THEY MAY REALIZE BY SELLING OUT-RATE MEMBERSHIPS IN THEIR OUTFIT!

And then they have the supreme gall to state that the Seafarers' International Union is selling jobs! What sublime hypocrisy! They don't even have any jobs to sell, but are actually planning on making an attempt to buy the jobs right out from under the men who already have them!

WIND UP ON SHORT END

We've said it before, but we'll have to say it again,—that they tried this same stunt on the Waterman ships, but as soon as the men on the ships got wise to them, their so-called membership drive flopped! When the would-be militant comrats and stooges, in the guise of "rugged individualists" in the NMU took it upon themselves to try to terrorize the Waterman seamen off the ships, the Waterman men really found out what the score was. But when it ended up, the comrats were on the short end of the score!

PHONEY PROGRAM

So, hurry up boys,—get your NMU books fresh off the press at bargain rates, while they last! This is positively our

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THIEVES SNATCH CURRAN PIE!

Bad Gunmen Take Dough Meant for Pie Cards

On Friday, March 17th, two armed bandits accosted George Young, a clerk in the employ of the National Maritime Union, as he was entering NMU Headquarters at 126 Eleventh Avenue, New York City, and seized a \$2734.00 payroll intended for the officials and office staff of this CIO affiliate.

It is reported that the "Curran Baking Company, Inc.," the C.P. unit which exercises complete control over NMU policies and politics, and whose world-famed slogan of "Our pie is famous for its fruit" is beginning to irk the NMU membership, was highly indignant over the theft. Joe and his hirelings are said to refer to the robbery among themselves as "the snatch of our snatch."

So annoyed was Curran, Chief Baker of the NMU pie, affectionately referred to as "Little Jackie Horner" because of his unfailing accuracy in snaring the most luscious plum, that he is alleged to have stuck out his tongue in sheer spite at several reporters assigned to cover the holdup. "Tsk! Tsk!" clucked Curran, "a legitimate stickup! And after all the trouble I went to prying that dough out of the boys! Personally, I don't give a damn—there's more where that came from—but the technique of these two rodmen sickened me. Now when me and the boys work our regular weekly snatch—" "Charley McCarthy" Tommy Ray coughed strategically at this point, and Joe caught himself in time.

"Oh well!" as one loyal NMU'er was heard to remark upon hearing of the robbery, "What the hell's the difference! Joe and his crowd don't use guns, but, as I said already, what the hell's the difference?"

NOTICE!

TO ALL MEMBERS OF
THE AFLSU NO. 21420,
AND OF THE SIU, ON
BOARD ISTHMIAN S.S.
LINE VESSELS.

Upon arrival in all ports where SEAFARERS' INTERNATIONAL UNION offices are maintained, kindly contact the Hall and make arrangements to have the Agent or Patrolman meet you on the dock, or at some other convenient place.

In order that you may keep yourself acquainted with the progress of your Union, and know what is going on, it is necessary that you contact your representatives at every opportunity.

CALL YOUR UNION
HALL!

PROGRESS REPORTED BY GULF HEADQUARTERS

Maritime Transportation Council Functioning; Gulf Members Oppose Fink Hall and Government Training Plan

New Orleans, March 21—The NLRB has advised us that application has been received to change the proposed ballot from the ISU to the Seafarers' International Union of North America, vs the NMU, or no union.

The latest advices are that the NMU has asked that their name be withdrawn from the ballot. The Labor Board should certify the SIU right now—at once! But, of course, they will stall a while longer, and give the company a chance to play their hand.

Teamsters' Election

This election for a collective bargaining agent will go over at least three to one for the AFL. We doubt that the CIO will even send representatives to the polls.

After the Maritime Transportation Council refused to allow CIO teamsters to deliver cargo to the docks, the bottom dropped out of the CIO drive.

The barge lines are next. They will make a united front of the AFL on the waterfront, with the exception of the NMU. They will not last long in such an isolated position. Where will their support come from? They do not know. Of course, the pie-card artists in the NMU will hold out to the bitter end.

S.S. Oratano

This vessel sailed with a full West Coast crew on deck and below—the same as the Ormes. Articles read to pay off in Seattle with \$125 to cover pullman transportation, with lower berth, plus \$6.00 per day subsistence. Wages for four days' traveling time will be paid in addition. On both ships, the NMU furnished the stewards' department. Only one member of the MC&S got a job, even though there are many of them ashore. It seems that the MC&S Union is willing to give their jobs away.

The Point Ancha was in this last week. Like all others in the S&H, they got fresh milk by demanding it. A little job action will get all the chow on these ships that you want.

Maritime Commission

The men in the Gulf have passed resolutions to fight the Fink Hall and Training Ship program. Any member of the SIU who ships through a fink hall anywhere will be expelled. The same applies to training ships.

The boatswain on the SS Delnorte was taken off the ship under charges, by a special meeting. Members of the crew preferred the charges. He is charged with advocating the Fink Hall and Training Ships. At Monday's meeting, a trial committee was elected to try this case.

The Deck Delegate and one Ordinary Seamen were taken off the ship for working for time off. All overtime is cash. Any one violating this part of the rules will be removed from the ship.

Mississippi Shipping Co. clarification: On sailing, all hands will be kept on deck until the ship is completely squared away. Collected overtime at seventy cents an hour for shoring up cargo.

"Red" Dean

Ship Off Docks

"2. Many of the supposed-to-be seamen, who have certificates but no discharges, and who are not admitted to the Union, have connections with some of the ship-owners' offices, and attempt to ship through such channels in San Juan.

"3. Men who only cause the Union trouble, and are no longer wanted, or have been expelled from it, and all other phonies are shipping off the docks in the out-of-town ports.

"Well, all these little birds, with the help of the big birds on the ships, are getting back into the Union, and on the jobs, with hard luck stories, and excuses from mates and engineers, who claim that they don't have time to call the Hall in San Juan because the ship left on a Saturday or a Sunday, or any other phoney excuse. Then these phonies who manage to ship out this way, secure SIU books when they get to the mainland.

Refuse Membership

"This Branch is asking that all Agents, Organizers and Patrolmen refuse to take any of these birds into the Union. By this I mean,

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 OF NORTH AMERICA**

Affiliated with the American Federation of Labor

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P. O. Box 522 Church Street Annex
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MEMBERS MUST BACK UP DEMANDS FOR WAGES AND CONDITIONS

Phoney Propaganda Being Circulated With Intent to Discredit Men Negotiating Agreements

It has been brought to the attention of New York Headquarters that certain individuals have been circulating vicious propaganda to the effect that the members of the Atlantic District Emergency Board, who are at present engaged in negotiating an agreement with the Eastern Steamship Company, are not sincere in their desire to secure a really good agreement with that company.

The statement has been made, by the scandal mongers, that the Emergency Board is entirely too radical and drastic in their demands, and that they don't care what sort of an agreement they get.

We would like to point out right here that the members of the Emergency Board have already demonstrated that they are perfectly able, and more than willing to get the very best agreements possible.

BACK UP DEMANDS

Certain persons, whose names we know, have asserted that some members of the Board are entirely too militant, and that they are asking too much of the shipowners. **SINCE WHEN HAVE THE SEAMEN EVER GAINED ANYTHING THROUGH THE BENEVOLENCE OF THE SHIPOWNERS?** The only way the seamen have ever gained anything was through **MILITANT ACTION, AND BY MAKING THEIR DEMANDS, AND BACKING THEM UP TO THE LIMIT.**

The men on the Eastern S.S. Co. ships were asked to submit to the Emergency Board any points which they thought should be incorporated in the agreement, and they did so willingly. **THE EMERGENCY BOARD HAS NOT MADE ANY EXORBITANT DEMANDS OF THE EASTERN S.S. CO.—THEY HAVE ASKED ONLY FOR WHAT THE MEN ON THE SHIPS WANT, AND ARE JUSTLY ENTITLED TO. WHAT'S WRONG WITH SUCH A PROCEDURE AS THAT?**

PHONEY POVERTY PLEA

The shipowners, particularly on this coast, have chiseled on the seamen for a good many years, and it is indeed high time that the seamen were given a break. The Eastern S.S. Co., like all the rest of them, put up the plea of poverty, that they aren't making any money, and expect the seamen to feel sorry for them! If they are losing money, as they claim, then why in Hell do they continue in business?

All shipowners engaged in the coastwise trade on this coast are anticipating a very good year because of the Fair here in New York, and there is no good reason in the world why the seamen should not share in these profits!

MEMBERS MUST SUPPORT

Wages are not the only thing which must be taken into consideration, as working and living conditions are not en-

Philadelphia News Items

Philadelphia, Pa., March 18—Shipping good here for A.B.'s. Black gang is moving very slowly, but we hope to have it move at a better pace in the near future.

The Merchants & Miners Lines will, we hope, soon come to terms. Mr. Blaisdell has promised to do a favor for the boys on his ships, and see that they all sign up with the S.I.U. of N.A. Well, we hope so, as we are sure tired of hearing the same story over and over again.

These lads would be eating curry and rice three times a day if it wasn't for the seamen's labor movement. They realize this, but are a little headstrong, and seem to be a sort of a lost brigade. Brothers Reddie and Collins have to act as shepherds for these lambs, and it is to be hoped that they will soon have them in the fold. Sooner or later they will have to come home,—so why not now? If they could only see that it is Organized Labor that has gotten them the conditions they have now, and realize that the ship-owners never gave them something for nothing. If our patrolmen get a little song and dance every time they go aboard, how are we ever going to show these guys the light? We wish to say to the men on the M&M ships:—**TALK WITH THE AGENTS AND PATROLMEN WHEN THEY COME ABOARD,—BE REGULAR,—YOU HAVE ALL TO GAIN!**

Now, to the Brothers who have at some time or another shipped out of Philadelphia, and knew the old set-up,—no ships, and no jobs. We want to say that times have changed here. The Patrolman now gets out and covers the waterfront,—no more 333 Market Street,—and those who have shipped out of here know old number 333. It was the stamping grounds, on a rainy day, for the patrolmen. We want to say that our Agent, Brother Reddie, and Patrolman Collins are on their toes. They make the waterfront on rainy days as well as on clear ones, and they not only settle beefs to the satisfaction of the crews, but they bring jobs back to the Hall as well.

Our Dispatcher is a little off key, but don't let him scare you when he sticks his head out of the port hole. He is O.K. and is just one of the boys.

The boys on the SS Suwied gave the boys on the beach here a few bucks, so thank you brothers, thank you!

Notice:

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

Baltimore Highlights

Baltimore — Shipping slowed down somewhat during the past week, but shows signs of getting back to normal this week. From down in the region of lower Broadway, where Patrick the Whale(n) holds forth, there emanates, along with the usual smells, an atmosphere of profound gloom, due, we believe to the sight of the SIU men shipping out a sixty per week clip, while if Paddy ships that many in a month, a general holiday is declared;—or should we say assessment instead of holiday?

With the Bull Line, Ore Steamship, Calmar Line, Merchants and Miners, Atwater, Cuba Distilleries, and a couple of the smaller lines safely tucked away for the SIU, Agent McKay is looking around for fresh fields to conquer, these days, and from the gleam in his eyes when he glances over in the general direction of the Continental Oil, and Chesapeake Line piers, we have a hunch that something in the nature of a minor whirlwind is about due to swoop down on these ships any day now!

Another Port Council meeting is scheduled for this coming Wednesday in the office of Pres. Joe McCurdy of the Central Labor Council. A big attendance of the waterfront organizations is assured, and we are confident that the council will be functioning as a permanent body by the end of the month.

Along with the 35,000 members of the Tenant Farmers Union, and several other organizations pulling out of the CIO this past week, we note the CIO radio operators have at long last seen the light, and are quitting the ARTA in droves, to get into the CTU, and recover their sanity with an organization which is to the radio operator what the SIU is to the seamen;—a lifeline out of the morass of dictatorship and intrigue in which they have been floundering for the past couple of years.

Maybe seamen are a bad influence or something, but we note that less than three months after the Coast Guard boys received orders to study the make-up and personnel of the Merchant Marine, they are agitating all over the place for an increase in wages. Perhaps this maritime training stuff might work both ways, and instead of the Coast Guard showing us how to run a ship, we'll show them how to get their wages boosted. Thinking it over, we've always noted that although our picket lines were tops in militancy, they weren't so hot in a sartorial sense, and perhaps a couple of Admirals on picket duty would give them some class.

Isthmian is still a tough nut to crack in this port. With the patrolmen barred from the ships, contacting is done by meeting the men on the docks, and due to the presence of numerous stooges, such contacting is generally unsatisfactory. One of these days,

the teamsters and longshoremen are going to suddenly stop work down Isthmian way, and then watch how fast our friend the lieutenant spreads the carpet, and bows our patrolmen aboard these ships.

Rumors of a strike of the licensed officers aboard the Merchants and Miners ships, scheduled for April 1, are so far unconfirmed. The officers in this line are members of the United Licensed Officers, and want a ten percent increase in wages, with every eighth week off on full pay. However, the Company has just installed motion picture equipment aboard their ships, and we hear that the ULO will compromise and renew the old agreement, if the officers are allowed to see the movies once a week.

Baltimore, March 20—Shipping picked up considerably this week, and business was good. Of the thirty-six American Flag ships entering port during the week, twenty-one of them carried SIU crews, and the patrolmen were kept busy.

Last Monday's regular business meeting approved the appointments of Brother A. Wingate to the Dispatcher's job, replacing Brother Roberts who resigned because of ill health, and Brother John Lui to regular patrolman in this port.

Claiming that the NMU is shipping its members on West Coast ships, the local branch of the West Coast Cooks and Stewards are planning to move in with the MFO in their new Hall at 850 East Pratt Street. The phone number of the new MFO Hall is Calvert 2139.

Beefs were plentiful during the week, which, in itself is good news. A Union with a peaceful, satisfied membership, is a Union that is losing its grip. A fighting, kicking membership makes up the backbone of any organization. It keeps the officials on their toes, and alert to any attempts of the employers to put over a fast one. But there are beefs, and it should be remembered that they usually take up a lot of the patrolmen's time—which is O.K. if the beef is bona fide. However, there have been a few lately that caused a lot of trouble and disruption, which, upon investigation proved to be nothing else but the airing of personal grudges between members of the crew. Perhaps a bit of investigating by the ship's delegate and a committee of the crew into some of these beefs, before they were turned over to the patrolman, might save a lot of time and trouble for the boys.

Wednesday, in the office of the Baltimore Federation of Labor, the second meeting of the Port Council was much better attended, although the ILA were still conspicuous by their absence. On being contacted as to why his organization was not represented at the meeting, Brother Jim Kelly of the ILA said he didn't feel like getting into it, because it would be a "headache." It's too bad, Jim—but did you ever know anything connected with the labor movement that wasn't a headache? Ask some of the shipowners?

Some of our brothers are getting a little bit choosy these days in the matter of taking jobs. Several times of late the Dispatcher has had a hard time filling a job, because the boys in the Hall all passed it up in hopes of something better coming along. In doing this, they are, of course, cutting their own throats, by forcing the officials to sign up new members. What goes on a ship eventually has to come off, and one of these days you'll wake up to find the shipping list so full that it will be months before you get to the top.

tirely up to standard. **THE MEMBERS HAVE ASKED FOR CERTAIN IMPROVEMENTS, AND THE EMERGENCY BOARD WILL DO EVERYTHING IN THEIR POWER TO GET THEM FOR THEM!** However, it must be remembered that their power is **ONLY AS STRONG AS THE BACKING GIVEN THEM BY THE MEMBERSHIP!**

WE CAUTION THE MEMBERSHIP NOT TO LISTEN TO ANY OF THIS PHONEY PROPAGANDA WHICH IS BEING CIRCULATED. THE EMERGENCY BOARD DOES HAVE YOUR INTERESTS AT HEART, AND WILL GO THE LIMIT FOR YOU!

**WILL YOU GO AS FAR FOR THEM?
 REMEMBER THAT IN UNITY THERE IS STRENGTH!
 PULL TOGETHER AGAINST OUR COMMON ENEMY,
 AND BACK UP YOUR DEMANDS!**

HERE and THERE in the GULF

NEW ORLEANS

New Orleans, March 21—Just had a talk with a member of the crew of the SS Ormes, a run job to Seattle, for the Alaska Transportation Company, who returned to New Orleans.

I was told that a fireman and an oiler, upon arrival of the SS Ormes in San Pedro, contacted Agent Quinn to ship out of the IWW hall in New Orleans.

Lo and behold! Reminds me of '35 and '36, when the commies were sabotaging with those rotten scandal sheets on Clay Street. Commies may try to wreck the only Union in the Gulf—the SIU. I believe that the real W. C. Firemen will stick with us through thick and thin.

Eventually the W. C. Firemen will rid their Union of the disrupters who want everything but unity of the seamen.

There is supposed to be a letter here in the Gulf, that San Pedro Branch of the Firemen will start the move to ship out of the IWW hall instead of the SIU hall in New Orleans. I have my guess that none other than Bill Patton, brain-trust of the NMU, ex-Secretary of the IWW, New Orleans, would try such tactics to split the W. C. Sailors and Firemen. No! No! No! How can a sailor, or fireman, or messboy, or whatever he sails at, when he sails—which is once in every ten or twelve years—be the brains of the defunct NMU?

Your guess is as good as mine. I believe the Firemen should try to visit some of the SIU ships in this port and look the crews over with one of the Delegates; and I assure you that he will find damned good militant crews, and they will back up the SIU to the last man!

So, Firemen, take a good look for yourselves! To Hell with the braintrusts, and on to a powerful SIU!

Fraternally,
John B. Patton, SUP

New Orleans, March 21—The SS Delnorte sailed from here last Saturday for South America. Well, I suppose that you know that "two for one" Captain Smith is still on board her. This "two for one" Smith is Hell—he would log his own brother!

One of the men had an hour overtime coming to him, and he tried to hold it back, just to see if this man would make a squawk about it. This "two for one" Captain Smith does not like to pay overtime.

The company has nine ships, and eight of them are O.K. But if they keep this chiseling "two for one" Captain in the company, they will have plenty of grief, as the crews who sail with "two for one" Smith have a miserable voyage.

New Orleans, La., March 14—During the week there were quite a few ships in port. The crews are all getting better conditions than formerly. Also, they are willing to go to bat to improve conditions and overtime.

The Isthmian Line had better get wise. We are going to organize these ships. Many of these crews are afraid of the company, but when they learn that the Union can and will back them up, they are 100 percent union-minded. The cooperation of the other waterfront unions is a big factor in our favor in organizing these ships.

Steady as she goes.
Eugene Nobles, Gulf No. 29

New Orleans, La., March 14—It being imperative that I return to the Coast, it was necessary that I resign.

Things are in good shape at present, with the exception that in the past week we have seen the Waterman ships return to their old tactics of one and two watches tying up and letting go. On the Maiden Creek, the deck department refused to get off to enforce the use of all hands, so they wanted to settle the beef in Mobile. WHAT IN HELL IS THE MATTER ANYWAY? Let's have a little cooperation or find out why. DON'T LET CONDITIONS GO BACK! Plug in there and keep punching! What the Hell is the matter with you?

Thanking you for past cooperation.

Red Carolan, SUP No. 3142

TO THE MEMBERSHIP:

Dear Brothers:

Just a line to thank you for the splendid cooperation shown to Brother Gunnison and myself during our recent trouble in Tampa. Through the support of you who donated to our defense fund, and the rest of the members who were with us in every possible way, we were able to beat the phoney rap that the anti-labor forces were trying to put over on us.

The anti-labor union phonies' main idea is to frame the labor men who can't be bought off, if they can't be controlled by these same phonies.

This is one time that they found out that they had a brilliant militant organization to fight, instead of just a couple of lonesome seamen. And when you brothers showed your solidarity by your donations, they realized that they were heading into a real battle, and so the phoney charges were dropped by the man who has done the most to disrupt the labor movement in the Florida district.

Thanking you brothers for your support, and assuring you that it makes me proud to be a member in such an organization.

Fraternally,
Ralph Hart, SUP, No. 4417

New Orleans, March 20—Brother Clive C. Allison passed away at the Marine Hospital, New Orleans, on March 14, 1939. He had been in the hospital about a year.

Brother Allison was well liked by all.

Brothers J. J. Hughe, E. A. Boyd, Bill Luberg, Vance, S. H. Ham and McCaleb acted as pallbearers.

Dispatcher's Report

New Orleans, March 21—Shipping is very good.

This week, shipped 14 SUP men, 10 MFOV men, and 23 SIU men. Making a total of 47 men, leaving very few West Coast men on the beach here.

L. J. Bollinger, Dispatcher,
SUP No. 3859

Jacksonville, March 14—The Cornelia of the Bull Line came in this morning, and I must say, in true Union style. It seems as though the members are beginning to understand that a real Union is backing them up.

One thing a few of the members should understand, and that is, if for any reason a member should go to a hospital, or on his vacation, he should report to the Union Hall before and after. A lot of men are failing to do this, and are holding the delegates responsible for them being pulled off the ship. So brothers, take

MOBILE

Mobile, March 21—Shipping has been very good this past week, with all departments turning over at a good clip.

The usual beefs aboard the ships. The crew of the SS Bienville had their quarters shifted from aft to midships, and at sailing time, all hands seemed very well satisfied. This is a step in the right direction, as there will be no more barked shins from climbing over deck-loads at night, now.

Ice boxes of the latest design are being placed aboard these vessels as they come in. If a few more of these companies would get wise and put boxes aboard, they would find out that they pay for themselves in a short time.

Brother C. H. Peers, Book No. 4415, passed away at the Marine Hospital on Wednesday morning, March 15. He was buried at the Magnolia Cemetery. Brother SIU members acted as pall bearers, and there was a surprisingly good turn out. This Brother was an active Union man for a long time, and will be missed by quite a number of the old time seamen.

This A.M. the initial meeting was held to start a Maritime Trades Council in the Port of Mobile. All those attending were very enthusiastic, and at next week's meeting a definite program will be laid out. More on this later.

Just an incident which shows that without the Union, at least one more seaman would be on the bricks from now on:

When the SS West Madaket was signing on yesterday, there was an A.B. shipped from the Hall to this scow. He was an elderly brother, who has sailed for years, and is a real old time seaman who knows his stuff, and can do it. The mate looked him over, and decided that he was too old, and might not jump when told, so he refused him. The Delegates went in and held a lengthy conference with this mate, and it ended up by this Brother being signed on.

Maybe some day these mates will wake up and realize that we mean it when we say UNITY!

Mobile, March 21—According to the local press, the Isthmian S.S. Co. are going to start an inter-coastal service from this port to the West Coast. The first ship is supposed to be the Steel Inventor, arriving here on April 13.

Now, if this should turn out to be a fact, then we need the passes which we have been yelling for. Today, the Selma City was in, and when the patrolman and the organizer went down there, they couldn't get aboard. It's impossible to contact the crew or do any good, unless we do get these passes. I believe that if we force the issue here in the Gulf, and also on the East Coast, plus the West Coast, there is no doubt that the company will come coco.

The action which took place on the Atlanta City, in New Orleans, when Dean and the boys lined up that crew, should show all hands that it can be done, and that it should be done NOW!

The Steel Inventor hit the coast with the members of the crew clamoring for representation, so, all in all, if there is anything to lose, let's lose it now, as we can

heed, and do not forget to report to your nearest Hall when going on a paid vacation or to a hospital.

Fred Laurifano

at least say that we did our best. The men who sail these ships will go for a united program, but they will steer clear of anything less than that!

Mobile, Ala., March 7—Well, well, the NMU boys are still in a dither over these "unorganized" ships, such as the Waterman Line, etc., etc. According to the Pilot, these ships are keeping the boys awake nights. It does us all good to see that the boys are interested in the seamen, and want to make sure that they all get what is coming to them. For "unorganized" ships, they sure are raising plenty of Hell and getting conditions plus! It seems to me that I have heard plenty about Waterman ships being tied up for this and that. What I would like to know is whether this is a spasmodic outburst, or is it a real sign of true democracy? Do the members on the ships and ashore pay their dues just so as to be able to sail these same "unorganized" ships, or do they really take an interest in the Union affairs? Well, if they don't—then I am one guy who sure is being fooled!

At each and every meeting the members check all bills and accounts, and if they find something that they don't savvy, then they sure as Hell don't OK them. Maybe some of the officials in the NMU don't savvy this sort of thing. (Note the Auditing Committee's report in the Pilot.)

Our friends, the NLRB, have, according to the Pilot, consented to another election on the Seatrain Line ships. Now, isn't that just ducky! I wonder if, by any chance, there was somebody who saw somebody, and decided that this SIU means business—so we'll just create a little confusion, and if we can't have them, we'll make sure that no one else does. Maybe not, maybe yes!

Note to Joe Curran:—If I look long enough in the Pilot I generally find at least one thing each week, that you say, with which I agree. Sometimes I sure have to look hard, but this time it jumped right at me. It was about this picket card waving. Strange as it may seem to a lot of good honest Union men, if we don't stop this picket card stuff, and do it soon, we will be weakening ourselves to where it will take twice as long to get together. So, how about it, boys? Let's have a little less of this old hooley!

One thing I'd like to point out in passing is the difference in points of view. The Pilot, each week, points out how phoney the officials of the SIU are. If they are right, then the majority of the Gulf members are all wrong. The members elected William "Scotty" Ross to go to Florida and set up the machinery for negotiating an agreement with the P&O S.S. Co., and just before they start the old crap about domination, he had orders from the members what to go after, and what to do. On this, he did a fine job, and his report has been submitted.

What I'm getting at was his action in Tampa. Upon his arrival there, he found that nothing had been done about the two Brothers who were being framed by ex-Agent Epps. Brother Ross immediately swung into action, guaranteed a lawyer his fee to represent these brothers, convinced Epps that his trumped-up charge wouldn't stand up in court, and had the two men cleared in jig time. Now, if these are the actions of a phoney, then let's have lots of them, as we can sure as Hell use them!

Full Ahead, Steady as she goes.
W. A. Armstrong, SUP No. 2983

MIAMI

Miami, Fla., March 15—Arrived here last Tuesday night and found that the crew of the SS Florida had pulled something which had failed. Upon investigating, I found this job-action to be more or less of a mess. The black-gang came off at six o'clock, and asked the other departments to follow them. The other departments, not knowing what the beef was for, felt that, having acquired democracy by pledging themselves to the SIU, they were entitled to their constitutional rights. They immediately held a meeting, at which the beefs were brought out: the fresh milk was not fresh, but was a mixture, and the black-gang had a kick about their quarters.

Inasmuch as the company had not been notified about the milk, and the quarters would be changed as soon as the material was on board, the rest of the crew felt it was a bum beef, and refused to back it up at the time. However, some of the black-gang stayed ashore, and the company put replacements aboard, and sailed the ship. Upon the vessel's return, the Union took the stand that inasmuch as a man has the right to quit, and that the company had, in times past, fired men on short notice, therefore these men were justified in quitting, as they had a good reason to do so. Also, the company had not made any effort to procure men through the Union Hall. These men who took the ship out had to get off, and good Union men were shipped in their places, from the Union Hall. Those of the gang who came off, having preference.

Visited the SS Elizabeth of the Bull Line when she was in here this week, and upon asking for the ship's delegate, found that there was none. We immediately appointed them, and explained to those of the crew aboard the ship the necessity of getting together, pulling together, and of holding meetings regularly.

The SS Evangeline left for the North, and the season is drawing to a close. One thing that the port of Miami needs is A.B.'s, firemen and oilers. There is a shortage here which makes it difficult for the union officials to get men paid off, who want to get paid off.

We have here with us a NMU organizer, with the business office and hall in the Seamen's Church Institute. This is where the men are shipped from. There is another place called the Concha Hotel and Restaurant which does some more shipping for the NMU (The Party gang.)

Joseph Anton, former patrolman in Miami, is another bird hollering, "I got a raw deal," and is in Key West trying to disrupt and cause general confusion. Little Joe is now running around admitting how he screwed men out of jobs, and what a great friend of the P & O Company he is. For a few paltry dollars, this faker sold his soul, and can look no Union man in the face. Just another guy who doesn't seem to understand that the SIU is here to stay. He'll learn

J. Gunnison

Miami, March 21—The Port of Miami had their first meeting in months, and the brothers were very much interested in being able to run their own business. They had been bullied and browbeaten by former Epps men, and are now realizing that the SIU is a democratic organization.

This week we boarded the Es-
(Continued on Page Four)

NMU OFFICIALS FOSTERING GOVERNMENT REGIMENTATION

(Continued from Page One)

last offer (Unless we make another). Join the NMU and sit around on the beach from now on! Or ship out of the Fink Halls, or join the Maritime Commission Training School! These are the things you can hope for from the NMU. Their officials are aiding and abetting the Maritime Commission's Fink Halls and Training Schools and Ships, and are attempting to ram this phoney program down the throats of their membership. **THE NMU, BACKED UP BY THE CP, IS FOSTERING THE REGIMENTATION OF THE AMERICAN SEAMEN, AND BY SO DOING, ARE DELIBERATELY PLOTTING THE DEATH OF ALL MARITIME UNIONS!**

IF YOU BELIEVE IN SUCH A PROGRAM, THEN JOIN THE NMU!

WHAT CAN THE OFFICIALS OF THE NMU DO FOR THE SEAMEN THAT THE SIU CAN NOT OR WILL NOT DO!

SELL INTO SLAVERY

The officials of the NMU are doing their best to sell the American Seamen back into sea-slavery, through Government regimentation, via the route of subjection to the Maritime Commission Fink Halls and Maritime Commission Training Schools and Ships!

THE SIU CAN NOT, AND WILL NOT APPROVE, NOR ALIGN THEMSELVES WITH ANY SUCH PROGRAM WHICH CALLS FOR GOVERNMENT REGIMENTATION, AND THE VERITABLE SELLING OF THE AMERICAN SEAMEN INTO SLAVERY!

BOSTON News Bits

Boston, Mass., March 13—The SS Cristobal of the Panama Railways was launched this week. This is the second of these vessels to slide down the ways.

Trial of F. Shaw was held at Monday's meeting, and he was found guilty of the charges. Proof was offered that he was at one time a delegate for the NMU on the West Coast.

We are working on the ESSCO agreement, and there are plenty of beefs. But when the employers raise the cry of alien agitators, against the Union organizers, just remember that all Americans are either immigrants, or the sons and daughters of immigrants.

Here is a little data we picked up regarding the NMU in Boston, after the crash of the Hand Rubber Co., when 4,500 workmen turned from the CIO to the AFL. Instead of sneering at attempts to reform capitalism, they (the commies) have become so thoroughly convinced that Socialism is the only system under which the working people can permanently better their lot, that they regard every benefit gained within the framework of the capitalist system as a step towards Socialism, and simply and solely because it is a benefit, and makes the world a better place in which to live.

With this in mind, the communists now approach all honest seamen and point out the urgent need for extending our political democracy into an economic democracy, and the fact that even what democracy we have is seriously threatened by Fascist-minded reactionaries.

Are we going to stand for all this, and for how long? Don't forget that Hitler rose to power in the same sort of a crusade (against communism). Surely, in the face of this terrible menace which hovers over our American seamen, we should all rise above our common differences, and join hands in one big Union—the SIU, for our common good, and meet this just as we would meet some terrible natural calamity. It is the duty of every American seaman to join a bona fide labor union, for mutual protection and progress. They must organize for

their own sakes and for the welfare of their families and their country. So, come on down the line with a REAL UNION—the SIU.

Every word that has been said here is said in deadly seriousness, and with a full sense of responsibility. We, the seamen, are passing through a very severe crisis, and we extend the hand of brotherly cooperation to the great mass of American seamen, for one big UNION!

Providence Notes

Providence, March 21—Brother Benigo Oliveria, Book No. 1494, died suddenly, on Sunday, March 12, in his room at 174 South Main Street. According to the medical examiner, death was due to natural causes.

He was buried on Friday, March 17 by the membership here, who will pay for the funeral by voluntary contributions. We are trying to get in touch with his relatives in Corruna, Spain.

The crews of the SS H. D. Whitton and the SS William C. Atwater took up a collection to go towards defraying the expenses of the funeral. The Whitton crew giving a total of \$16.40, and the Atwater crew \$5.90.

We wish to thank these brothers for their kindness in helping in this matter.

Frank Berry, Agent

THANKS!

Just previous to last Monday night's joint meeting, the members of the Engine Department of the SS Manuela made a donation of \$7.50 to the Hospital Cigarette Fund.

A couple of days later, the Deck Department Delegate from the same vessel, came into headquarters office, and gave a \$10.00 donation from his department, for the same fund.

The boys on the Manuela have always been very generous, and we thank them for their generosity. Thanks a million, fellows, and we assure you that the boys in the Marine Hospitals will appreciate your kind gesture.

Seatrains Havana Wants No Part of NMU or Commies

March 18, 1939.
Havana, Cuba,

Dear Brothers:

A word from the good ship Seatrain Havana on the chances of the NMU taking over. In the March 10 issue of the SEAFARERS LOG you have an article concerning the NMU on the Seatrain Lines, Inc. Well, I would like to tell you of only a few things which have taken place here in the past three weeks. We get fresh milk every morning—of course, we had to argue a little for it, but with the support of the whole crew, it was easy. And that's the way we do everything on here. I am telling you that I do not believe there is a ship of stronger Seafarers' afloat, and do they hate the NMU! No greater hate has any Union man than a true Seafarer, for the NMU. Why?

Because they know what the NMU stands for. When you go to a meeting, you can not talk, and if you do, one of the comrats votes you down, and you may wake up in the hospital with a broken skull—and lucky to get out of it alive.

Their phoney agreements stink to high heaven, and if you say that you will not accept an agreement like that—well, Brothers, your life is in your own hands! How the men in the NMU can ever put up with the lying, stinking, conniving comrats in that organization is beyond my powers of imagination.

The NMU comrats must think that we, the members of the Seatrain Lines, are as stupid or dumb as they are. They may stand for getting "No-Coffee-Time" Joe lousy agreements jammed down their throats, but we don't want any part of them. Why?

Because we are SEAFARERS', and men, and as long as we have good militant men as leaders in all ports, as we have now, we need never fear of having any phoney agreements jammed down our throats. You men of the Gulf District know the agreement we got from the Mississippi line—well, they are getting one ready for the Seatrain Lines which is every bit as good, if not better, and all the men on here go for it. That is the way the Seafarers' accept agreements—they have to be good or no smoke!

Fraternally,

E. J. Thompson, Gulf No. 59
Deck, Delegate,
Seatrains Havana
West Coast Sailor please copy.

Warns Against Dock Shippers

(Continued from Page One)

do not issue books to them. If a man is shipped from the Hall here in San Juan without a book, it will be only because of the fact that there is a shortage of men here, and he will be given a shipping slip from this Branch.

"This Branch wants to let everyone know that the same circumstances prevailed on the SS Millinocket, coming down to Puerto Rico from New York. ONLY MEN WITH UNION CLEARANCES WERE GIVEN BOOKS!

"With best wishes, I remain

Fraternally yours,

E. G. Moreno, Agent

Elect a Ship Delegate
Are You a Good Member?
Be Proud of Your Union

MARITIME COMMISSION STARTS SAN JUAN FINK HALL

Shipping Commissioner to Register Unemployed Seamen in Puerto Rico

According to information forwarded from San Juan, P. R., the acting Shipping Commissioner, Mr. Alejandro Rubio, has opened a Fink Hall in that port. It is declared to be a sort of registry for unemployed seamen who are looking for work on American vessels, or rather, those under the control of the U.S. Maritime Commission. The claim is that this is being done in order to avert friction with the seamen's Unions who are at present supplying the unlicensed personnel to privately owned ships.

Mr. Rubio's communication to the unemployed seamen states that in conformity with Section 4508 of the Revised Statutes of the United States, the office of the Shipping Commissioner in the Custom House at San Juan will maintain a registration of the names and addresses of all unemployed seamen. This registry, it is claimed, is maintained for the convenience of seamen seeking jobs, and also for captains of vessels who desire to employ seamen. It is further stated that ships officers will have the privilege of personally selecting men from this registry in the Commissioner's office.

So now they have a Fink Hall in San Juan! Just one more step in the program of regimentation fostered by the ship-owners and their stooges! Let the bona fide seamen in Puerto Rico take action against this vicious evil without delay! **DON'T LET IT GET A GOOD START! IF YOU DO, YOU ARE JEOPARDIZING YOUR OWN JOBS, AND THREATENING YOUR VERY EXISTENCE. REFUSE TO SHIP FROM THIS FINK HALL, AND WARN OTHERS TO STAY AWAY!**

MIAMI

(Continued from Page Three)

trada Palmer, a car ferry at Port Everglades, and found a wiper and a cook who shipped off the dock. These men were taken off, and good Union men took their place.

On checking up, we find the crew to be militant Union men. They have things to be straightened out, which will be taken care of through good membership meetings and militant actions.

The SS Joseph R. Parrott will go into commission, and will take a crew of bona fide SIU men.

Visited a couple of Bull Line ships, and find that the phony contract is getting to be a pain in the neck to the men on the ships.

We have with us for awhile, a NMU Organizer, who stays in the Seamen's Church Institute. Some SIU members went down to see what was what, and found the NMU members busy combatting bed-bugs, etc. The Church Institute here is just a nice little racket for the fellow who runs it.

The yachts are laying up for the season, and the men are coming to the SIU for information. When asked why they came here, they said that they had been told this was the organization that did something for the men besides just collecting dues.

The Black Gang's quarters on the SS Florida are now being fixed up, and new fans will shortly be installed in all crew quarters.

Donation Acknowledged

The SEAFARERS' LOG wishes to thank the members of the crew of the SS LOSMAR for their kind donation. These Brothers turned in thirteen dollars (\$13.00) to the Patrolman to be used to help defray the expense of publishing the LOG.

Thanks again Brothers! Be assured that your donations are very much appreciated.

CURRAN FINDS ANOTHER WAY TO SPEND MONEY

Proposes That Medals Be Given Members Showing Heroism at Sea

"No-Coffee-Time" Joe, the well-known, but not so well like president of the NMU, now announces to all and sundry that members who have shown heroism in sea disasters will be honored by being presented with a medal by the union.

We can't deny the nicety of such a gesture, but it strikes us that it is just another way of spending the membership's money. The NMU is so far in debt that they're swimming in red ink, and there're trying their best to raise the dues so that the organization can continue to exist financially. And now they want to spend some more money for some nice little medals for their heroes! Well, the heroes can't eat those medals, and they won't bring much in a hock shop. The nice little scroll with which they also plan to present them is also highly indigestible. If they really want to do something worthwhile for these boys, why don't they give them a cash award? Of course, perhaps a medal for heroism is a nice sort of a trinket to have, but nine times out of ten it will sooner or later be lost.

While we believe in giving heroism due recognition, we believe that it should be done in a more practical way. We've known many men who were decorated for bravery in the World War, but we don't believe that their medals did much about feeding them when they became hungry.

Oh well—if "No-Coffee-Time" doesn't care how he spends the NMU membership's money, why should we worry about it? The question is—how much longer are they going to have any to spend?