

COMMISSARS PLAN COMPLETE DOMINATION OF N. M. U.

Take Away District Autonomy and Plan Additional Assessments

WILL "FIGHT" COMMISSION

According to newspaper articles, it becomes increasingly evident that Joe Curran and the commissars have every intention of strengthening their hold on the NMU membership. Among the points advocated by their program we find the following:

"1. Strengthen the organization through abolition of districts and centralization of membership control.

"2. Rehabilitate finances through increased assessment."

At a casual glance these ideas may seem innocent enough, but when more closely scrutinized their real intent is very plainly seen.

Commissar Control

Take for instance number 1: "ABOLITION OF DISTRICTS AND CENTRALIZATION OF MEMBERSHIP CONTROL." In other words, they want to take away the autonomy of the Gulf and Lakes Districts, and put the complete control of the NMU in the hands of the top commissars, whose "rule or ruin" policy is only too well known. The way things stand at present, the commissars meet with considerable opposition from the Gulf District, and their program is sometimes seriously hindered. So now the commissars want to abolish this opposition to their plans, so that they will have smoother sailing.

Should Be Districts

Through past experience, we know that the division of a marine union into districts is the best thing for all concerned. Had the phoney ISU officials given the Gulf District a separate charter, as they were requested to do, the

entire Gulf would probably still be AFL. But no, they didn't want to let loose of the reins, and give the Gulf the right to act and think for themselves. They well knew that their strongest opposition was in the Gulf, just as the commissars also know. Now the top fraction want to centralize the control of the NMU in New York, but—and you can quote us on this,—IT WON'T BE MEMBERSHIP CONTROL!

Point Number 2: "THROUGH INCREASED ASSESSMENT." Ye gods!—haven't the NMU membership already been deluged with various and numerous assessments, until they are positively becoming punch-drunk? Where does all the money go? No one seems to know the correct answer to that question!

Where Does It Go?

Why should an organization the size of the NMU, with a claimed

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CONVENTION OF NMU CLOSES IN N.O.

Gulf Members Paying No Dues to Comrats

FAVOR SEAFARERS

New Orleans, La., July 19.—The NMU Convention is over. The rank and file are squawking about the dictatorial methods used by Curran & Co., to steamroller the convention. Everything went off "Union Square fashion": First—All the active opposition was expelled. Many ships' delegates who remained in the convention to be recorded opposed to the phoney new constitution, were ignored when they asked for the floor. Some party stooge would always be recognized by Curran'ski, to keep ships' delegates off the floor.

"Chain Gangs" Work Out

Many ships' delegates returned to their ships before the convention was half over. Others stayed to make Curran'ski and Co., pay their \$5.00 per day expenses. When the commissars got wise, they cut ships' delegates expenses to \$3.00 per day. Total cost of this "Convention to destroy democracy" was \$13,000. There is no separate record to cover the cost of importing from New York Curran'ski's private beef trust. They didn't do him much good as Curran got dumped himself, and many

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Suggest Tax Payers Look Into Things

Points Out Needless Spending by M.C.

Mobile, Ala., July 17.—A week since the school ship was with us, and there is still signs of it in town. One of the local studios has a picture of the scow in the show window, and it is attracting considerable attention from the folks here in town. It is a nice picture,—so nice, that if I can get one I will send it in for publication in both papers. It will show what the boys learn (And what they forget!) when they get around these sort of school ships.

The ship laid here for five days, AND ALL THE TIME SHE LAID HERE THE FORWARD BREST LINE LED ACROSS AND OVER THE HEADLINE,—CHAFING AND RUINING LINES! Imagine the mate on one of these rust pots, where the crew don't have that sort of training, blowing his lid about a thing like that!

THE PAY OFF IS THAT THE HANDS ON THIS TUB ARE NMU OLD TIMERS WHO ARE DOING A LITTLE BUILDING FOR THE PARTY!

THE SHIPOWNERS WILL TAKE THIS SORT OF THING, AND PAY FOR IT, FROM THE STOOGES WHO ARE THERE.

THE TAX PAYERS WHO ARE PAYING FOR IT DON'T KNOW WHERE TO LOOK FOR IT. ALL THEY SEE IS A NICE PRETTY SHIP, A LOT OF UNIFORMS, AND THEY THINK EVERYTHING IS FINE.

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HOUSTON AGENT GIVES INSIDE DOPE ON NMU COMMISSARS

Meers, Paxton, Rogers, Alexander and Others Long Time "Pie-Cards"

"STEAMROLLER" CONVENTION

Houston, Texas,
July 14, 1939

Brothers:

Permit me to verify Brother Johnny Gunnison's letter in the Seafarers' Log of July 7, 1939 as the truth; for the writer of this letter was also present in the Gulf during the 1936-37 strike against the phoney ISU officials.

During that beef the Sailors' Union of the Pacific had been sending monies to the Strike Committee, whose headquarters were located at 321 Chartres Street, New Orleans.

Robert E. Meers, Commissar, was

head of the Strike Committee, and Meers never turned over a damned cent of that money to the men for whom it was intended. That phoney politician was eating the best of foods, while the rank and file got along with whatever the stew-pot had on hand,—usually red beans or rice!

When the strike was over, the biggest mistake made by the rank and file was to ship out,—leaving the hall in full charge of a gang of parasites, who at the present time have been exposed in their true colors, and have proven themselves even phonier than the old ISU phonies!

Alexander Accused

In reference to Harry Alexander, a former member of the West Coast Firemen's Union, who ran for Agent's job in the port of Portland, Oregon. He was unsuccessful in obtaining that position, and later turned up in Corpus Christi as NMU Agent,—holding two books. After much ballyhoo on the CP's part, this phoney later became Agent in the port of Mobile. His method of trying to muscle in on the Waterman Line made him the laughing stock of the West Gulf, and his attempt to place West Coast men in the old AFL hall in Mobile to act as stool-pigeons was spiked by the rank and file of the P. C. Firemen. The CP later forced this would-be organizer to resign, and head for Houston, where he was to contact Cunningham, a party member, to build up what they call a "Unity Drive" between both coasts. This was merely to blind their real intentions.

Alexander was planted in Houston to force through a program to build up to the present rotten frame up of Francis P. O'Donohue, who was at that time Agent for the NMU in Houston. I ACCUSE ALEXANDER AND CUNNINGHAM AS THE INSTIGATORS OF THE DAMNABLE LYING PROPAGANDA WHISPERED ALONG THE NEW YORK WATERFRONT, CLAIMING THAT O'DONOHUE WAS IN THE PAY OF HARRY LUNDEBERG! These people have a sweet propaganda machine:—the first step to break down the resistance of the rank and file is to start a rumor, then later print the rumor,—and the average working stiff believes the story as printed.

Past Histories Given

Lester Lord was in the port of New Orleans from June until July

of 1938, fighting one hundred percent down the line with the rank and file, assisting them to shed themselves of Robert E. Meers, who was found guilty of gross negligence in his duties as Agent of that port. The writer of this letter was then shipping SUP men from the Marine Transport Workers, of the IWW, Hall in Exchange Alley.

Since the commies have a great habit of relating past histories of rank and filers, let me give you a little history of a few politicians:

Corby Paxton, present editor of the NMU "Pile-It"—In 1936 this so-called rank and filer was editor of the "Voice of Labor" in Honolulu, organizing the Filipino sugar-cane workers and pineapple workers. For two bits you could join their commy set-up:—no join, no work! The Filipino labor was getting one buck a day;—just about the same conditions the CP is trying to hand the rank and file of the NMU!

Former MWIU Members

Ralph Rogers and his brother John were well known bar-fliers, chiseling all their shipmates along the Honolulu waterfront in 1936. Ralph Rogers shipped out from that port on the Helen Whittier, the same ship the writer of this article struck for better conditions, and was tossed into jail for his efforts! Joe Collender was stooging for Corby Paxton at the same time, and Joe Russell was prominently seen on the Honolulu waterfront. Incidentally, Joe Russell also carried two books, while temporarily holding a pie card in the NMU! All of these pie-cards were former members of the Marine Workers Industrial Union, the American section of the Communist Party within the marine industry, who folded up after the 1934 strike on the West Coast, and were ordered to BORE FROM WITHIN by placing party members in key positions. Out of it came the National Maritime Union.

"Rule or Ruin" Policy

Many of you workers have never read the "MARINE WORKERS' VOICE", commonly known as the "WHISPER". In it you will find such names as Smith Hopkins, Tommy Ray, Roy Hudson, Walter Stack, and numerous other party members holding TOP POSITIONS in the NMU. These same people who classify themselves as progressive union men

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GULF HEADQUARTERS REPORTS CONSIDERABLE HEADWAY

Living Conditions Improved and Overtime Beefs Settled

CHALLENGE NMU TO COMPARE

New Orleans, La., July 11—Several Bull Line ships were in the Gulf District, and refused to pay the overtime. The Delisle was tied up in Savannah, over Saturday afternoon and Sunday overtime for all hands. The Longshoremen respected the picket line, and the beef was settled in quick order. The Major Wheeler was in here with a SIU crew with the same beef. Settled when all hands struck. Milk was also put on the menu, with some improved food.

P & O Steamship Company

A meeting is called with this company for Friday, to settle some of the attempted chiseling tactics. They'd better quit trying to chisel, or else. . . . The crews of these ships have taken up a \$5.00 strike assessment, to be ready if they are forced to use direct action to protect the gains they have already made. \$1,250 laying in the bank. Considering that this was a voluntary donation, it shows the militant spirit the P & O crews are displaying.

Waterman Line

They have gone into business with Sudden & Christensen. They will operate some intercoastal ships. They just bought the SS Dryden, Lykes Bros., for service in the European trade. The NMU crew will be replaced by Seafarers' next week. Good food, fresh milk and porcelain ice-boxes on all these ships. Their coastwise ships have the best conditions of any ships running coastwise.

SOUTH ATLANTIC — These ships are percolating OK. Overtime disputes are settled to satisfaction of crews.

RANGE LINE—Joe Buckley, Agent in Houston, can report on these better than Headquarters.

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 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 1033 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
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HONOR ROLL

S.S. Manuela,
 Pier 22,
 Brooklyn, N. Y.
 July 10, 1939.

Editor SEAFARERS' LOG:

We, the members of the crew of the SS Manuela have been enjoying your publication since its inception. We hope this good work will continue, and toward this end, the crew has taken up a collection which you will find enclosed.

Fraternally yours,

Dusan de Duisin, Ship's Delegate

The crew of the SS Manuela donated the sum of \$6.50, for which we thank them, and also express the hope that other ships' crews will follow the example.

COOPERATE WITH PATROLMEN

On several previous occasions we have been obliged to take issue with some of the membership for their failure to cooperate with the patrolmen, but it seems that many of them don't yet quite grasp the idea.

One day last week a couple of the members of one ship's crew had a beef regarding overtime, which they presented to the patrolman. The patrolman took the beef up with the company officials, and then had the men involved in the dispute also talk with the officials. For some reason or other, when confronted by the company biggies, the boys agreed to accept half the overtime they had demanded! After it had all been settled, and the bigshots were out of sight, they started beefing again! What kind of cooperation do you call that? Why didn't they insist on the full overtime to which they were entitled? The beef was a legitimate one, and should have been backed up 100 percent. In agreeing to compromise the matter, they also made the patrolman look like more or less of a monkey.

When you present the patrolman with a legitimate beef, and he takes it up with company officials, give him your complete backing. He is powerless to help you unless you are also willing to help yourselves. Your Union officials are not directly responsible for ships' conditions, because it is directly up to the rank and file to maintain conditions through unified action, and by giving complete support to the officials when making any demands. Your Union officials can not make conditions for you,—you have to make them for yourselves! When any union official goes to bat for you, he can't meet with any degree of success, unless you are behind him to a man!

To quote from Brother Buckley's letter in the "West Coast Sailor": "We don't blame Duke Dushane or Red Dean if our conditions are not quite right; we have only ourselves to blame for being lax as Union men." Your officials are only the spokesmen for the rank and file, and are only as strong as the economic power behind them.—always remember that!

Philadelphia News Items

Philadelphia, Pa., July 12.—According to the true principles of organization, Unions are created to band together certain individuals so as they may get color as individuals denied.

Well, if the East and West Coasts have united, we are in a damned good position to get that which we have been denied for so long.—CONDITIONS!

I don't know but that I may be criticized for this missive, but nevertheless, someone must take the initiative and try to clear up this misunderstanding that is gathering such momentum within our ranks. It seems that certain groups are laboring under the illusion that they are much superior to their fellow man, and the writer is of the opinion that we are all brothers in this great cause, and we all have the same principle in mind, therefore,—why all this hullabaloo?

We accepted a charter in the SIU of NA, and we are happy and proud of the fact, and since the acceptance of said charter we have wonderful progress in organizing. We have eliminated practically all of the old line phoney, and have men in office who are trying to carry out the will of the majority of the membership.

Now that elections will soon be here, the membership would do well to think things over in advance, and bear in mind the conduct and the actions of the officials who are now holding office, as to whether they would want these same men to represent them in the coming year. It is to be remembered that the Ballot is the strongest weapon that the membership have. (USE IT!)

Well, here's to a bigger and better organization, and I hope that the delegates to the conference in Baltimore will bring some back to the membership that will make history!

Harry J. Collins, No. 496

Providence Notes

On Friday, July 7, the NLRB certified the Seafarers' International Union of North America as the sole bargaining agents for the New England SS Co., New Bedford, Nantucket, Martha's Vineyard Line. A meeting will be held on July 24 with the owners to discuss changes in the agreement.

The ILA has claimed jurisdiction over the stand-by gang working aboard the Olga. There is work there for about fifty men for another month.

Shipping has been good for the past week. Having trouble getting white coal-burning firemen for excursion boats here. The jobs pay \$90 per month. All available men here have shipped out on the harbor jobs, and men are scarce. We are calling Boston for replacements.

There are three dredges digging out the harbor now, and several N. Y. tugs are here towing mud and sand away. All harbor work here is a PWA project.

Four Standard Oil tankers, out of seven, tied up here, will sail shortly with mixed colored and Filipino crews. They are black oil ships. The Standard Oil of N. Y. is shipping colored replacements to ships south of here.

The white crews who struck these ships are on the beach, while the little brown brother

Baltimore Highlights Teamsters Given Support By Baltimore Branch

Shipping Good in Spite of Many
Vessels Being Tied Up

ON WATCH FOR COMICS

Baltimore, Md., July 12.—Shipping continues fair to good out of this Port with Dispatcher Wingate reporting a total of 65 members shipped during the past week. Local shipyards are overloaded with vessels in for extended drydocking periods and the consequent laying off of crews has congested the shipping lists slightly, but not enough to hurt. Business in general is good, and applicants for membership, mostly NMU, numerous enough to cause the Branch's consideration on the creating of a committee to attend to the investigation end of the matter, especially since the "Comics", well licked

orders from top-flight Party leaders to rejoin the A. F. of L. organizations and start their boring from within tactics once more. Other waterfront organizations have reported this change in Party tactics recently, and have taken adequate steps to protect their membership so it is as well that the SIU keeps a close eye on whom they take in.

Teamsters Supported

Agent McKay, whom the Baltimore shipowners claim can cover more ground and be in more places at one time than the "Shadow" of radio fame; swung the Branch in behind the Teamsters this week when that organization struck a supply warehouse which deals largely with local steamship companies. As a result the steamship companies concerned hastily dropped the struck supply dealers as if they were hot bricks, and now the Teamsters are more than anxious to show their appreciation by reciprocal action anytime the SIU needs a helping hand. Brother McKay also appeared before the House Merchant Marine and Fisheries Committee in Washington Tuesday testifying for the organization on Bill-HR-6726 and although as we forecasted the hearing was cluttered up with much irrelevant testimony submitted by individuals with absolutely no interest in the seaman other than what they can get out of him, we know that Agent McKay's testimony submitted in his usual brief, emphatic and to the point, style will have its effect.

New Vessels

Local newspapers are making a great to-do over the appearance in this port of the Maritime Commission's latest addition to their fleet, the SS Challenge. The Challenge is ostensibly the first of five new Commission vessels to be placed in the trans-Atlantic service out of this Port replacing the five ships of the old Baltimore Mail Line which are now on the Intercoastal service for Panama Pacific. The new outfit is listed for operation by the Roosevelt Line and according to the newspaper's article is manned exclusively by Naval Reserve men all decked out in natty, white uniforms. The public has been invited aboard to inspect this latest addition to the American Merchant Marine, or should we say U.S. Navy. Also of much local interest was the launching Saturday of ESSO's SS Platte, which is scheduled to be taken over by the Government for operation as aux-

links are riding around in big Packards! Page "No-Coffee-Time-Joe," and ask him how come!

iliary tanker for the navy. Evidently NMU's toadying to the Commission in the matter of supplying men to Commission ships has backfired somewhat, since we have it on good authority that there isn't a bonafide Union man aboard the Challenge.

Another Departure

The Branch has been taking it on the chin recently in regards to the deaths of several good brothers and it is again with a deep sense of loss we report the death, by drowning, of Brother S. J. Holter No. 1401. Brother Holter proved himself a seaman right up to the end by calmly strapping on lifebelts to the occupants of a burning launch, and then, badly burned, losing his life in a vain attempt to swim ashore.

Roller Skates No Good

After a couple of weeks of following Brother (Philly) Reddie's suggestion that we "get ourselves a pair of roller skates" to cover the waterfront, the patrolmen gave it up as a bad job, and have secured an ancient junk heap that heralds the arrival of the patrolmen several miles before the alleged automobile comes in sight. Between the mechanism of the jalopy, and the driving of Brother John Lui, which has raised the blood pressure of every traffic cop from Canton to Locust Point, we necessary to hold regular elections can see that it will be no longer necessary to hold regular elections for patrolmen, since at the present rate the average life of a patrolman will be shortened to approximately six months.

SAILORS OBSERVE

New Orleans, La.
 July 17, 1939.

The Seafarers' Log
 New York

We, the Deck Department of the SS Edgar F. Luckenbach sent a telegram on July 3 to the SUP Headquarters, regarding July 5. The same day we got an answer not to work.

I told the Black Gang delegate, and he sent one to MFO&W Headquarters the following day. The reply was that unless the ship was on the West Coast, to work.

We, the Deck Department took the day off. The Black Gang refusing to take the day off with us.

Now, the Steward Department, being mostly NMU, do not know what July 5, Maritime Memorial Day, really is, so we could not expect any co-operation from them.

Fraternally yours,

E. M. Boudreaux, SUP No. 4191,
 Deck Delegate of
 SS Edgar F. Luckenbach

HERE and THERE in the GULF

NEWS from NEW ORLEANS

NMU GULF COMICALS TAKE OVER CONTROL OF DISTRICT

Commissars Planned Moves Carefully And Opened Dual Shipping Hall

RANK AND FILE FRAMED

New Orleans, La., July 11.—The NMU convention is on full blast here in New Orleans.

Charges and counter charges are being hurled by the opposing factions.

Curran and his mob are stronger, financially, due to the \$25,000 they tapped the strike fund for. They are paying plenty for protection. Apparently the dough is running low, as they gave a hurry up signal to the convention yesterday.

Gulf Officials Walk Out

The Gulf officials were refused seats at the convention, and walked out in a body. They were immediately charged with being shipowners' stooges, and paid agent provocateurs. They were charged, with not trying to compromise, and of deliberately disrupting the union.

It so happens that Curran & Co., are the parties causing the split in the NMU. The purpose is to cover the dirt stirred up by the recent tanker fiasco.

Curran arrived in New Orleans two weeks before the convention. He at once rented an office at 424 Godchaux Building, and guaranteed rent on a month to month basis until October 1. When questioned regarding use of a hall outside the union hall, he stated that this was for the convention arrangement committee. Are they to continue to arrange until the agreements expire on September 30?

Rent Old ISU Hall

The following day the CIO teamsters rented 206 Julia Street, the old ISU hall. Now this outfit have less members than ever, and cannot use a hall of this size. We all figured the angle. Office in the Godchaux Building, where the commies have police protection,—their stooges will hang out at 206 Julia Street, waiting to be dispatched.

Today, the newly appointed District Committee, composed entirely of commissars, announced that the shipowners had been advised to ship all men through their Julia Street hall.

Comrats Plan Move

Now, in view of the fact that Curran made these plans, and rented these spots before the convention even convened, it would be reasonable to assume that it was a planned commissar move to refuse to seat the Gulf Delegates, and open this dual hall under the direction of the appointed Emergency Committee. If this is not true, then why were these joints rented? Also, why was the Pilot turned loose on a character assassination campaign against all militants whom the NMU seamen of the Gulf trust? Why did Curran and Harvey (NMU representative in Washington) finger A. Thomas, Gulf District Chairman to the Immigration authorities, and have him safely in jail before Curran arrived in New Orleans? O'Donohue, Houston Agent, is another example proving the lengths to which these commie rats will go in an attempt to discredit those

who refuse to follow their finky program!

Finger Men

During the tanker strike NMU Branch Agents were instructed to ship men on the struck tankers for cause. The top faction of the comicals planted a fink herder on the Gulf Agents, and he made the contacts. After O'Donohue signed for the \$200 received from this fink herder the receipts were published in the Pilot, with the remark that all evidence had been turned over to the Department of Justice. These rats have put a conscientious and militant official, who advocated direct action, on the spot. He will either have to admit that he herded finks for profit, or that he shipped the men to sabotage the ships. Sabotage is a five year Federal rap. In my opinion, the term "hatchet man" of the Comical Party, should be changed to "finger man for the rats." Incidentally, O'Donohue has receipts to prove that all monies were turned over to the stew-pot. collected by him during the strike

Red Dean

GULF PROGRESS

(Continued from Page 1)

Seatrains Lines

The crews really enjoy that \$7.50 per month over the scale they are getting. Good food, plenty fresh milk, frigidaires, and improvement of working conditions;—that marks the Seafarers' progress on these ships. The crews are solid, and laugh at the NMU claims of representing them. This company has two new ships being built in the near future, with two more planned when those are launched.

Mississippi Shipping Company

These ships are improved to an extent than seemed impossible six months ago. Good food, plenty fresh milk, frigidaires, etc. The company claimed that on passenger ships generators would not carry additional load of frigidaires. So coils were run from ice machine to porcelain ice-boxes. Also water fountain in messroom, with plenty ice-water. All messrooms are being repainted, and in some instances enlarged. All overtime beefs are being settled to satisfaction of crews.

Resume

We have in the Seafarers' the best closed shop agreements with the key companies. We knock over Lykes Bros.—and sew the Gulf up! And that is coming in the near future. Many NMU men who are disgusted with the dictatorial control of the commies are shipping on these ships. Some of them contact us before they leave port. Sentiment is crystallizing in our favor on the ships. WE HAVE CHALLENGED THE NMU TO COMPARE THEIR CONDITIONS WITH THE SEAFARERS' CONDITIONS;—ON ALL SHIPS! THEY REFUSED TO ELECT A JOINT COMMITTEE FOR THIS PURPOSE. IF THEY DID, AND

CONVENTION

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local commissars felt the clash of good clean chain on their domes.

The commissars are still screaming for Attorney General Murphy to investigate the "chain gangs" in New Orleans. As near as we can find out, these "chain gangs" are rank and filers who refused to be dominated by the Comical clique in control of the New Moscow Unity League.

Not Paying Dues

A report from Port Arthur shows the last five Gulf tankers paying a total of \$12 in dues to the NMU. Every Lykes Bros. ship in port for the last three weeks have refused to pay dues. I am contacting all these crews, and they seem to be favorable to the Seafarers'. They like the absence of politicians in the Seafarers'. The job action, and resultant improved conditions comes in for favorable mention.

SIU Only Answer

Now, I believe, in view of the New Moscow Union constitution calling for \$2.00 per month dues, and dictatorial control by Curran and Ferdinand "1934 Fink" Smith, the NMU rank and file will turn over en masse to the Seafarers'. One significant fact is that no letters appear in the "Pile-it" from Lykes Bros. crews.

There are rank and file bulletins appearing daily on the streets all over the Gulf. They are exposing Curran and Ferdinand Smith,—the Fink. One point they object to is Smith the Fink being president pro tem for the past six weeks.

Red Dean

INSIDE DOPE

(Continued from Page 1)

have sabotaged every progressive program ever attempted by the rank and file. Their outstanding motto is "RULE OR RUIN",—and this they are proving to the NMU membership this present day!

These people are forever shouting "Disrupters," "Wobblies," "Trotskyites," if you attempt to express yourself freely, on the union floor, for something beneficial to the worker. Unless you believe in their rotten program, you are a shipowner's stooge!

Steamroller Rolls!

I was present at the NMU convention in New Orleans, and to the best of my knowledge I've yet to see a more perfect bit of organized steam-rolling than was practised by these politicians, when they refused to seat the duly elected Gulf Delegates! IT WAS THE FIRST LABOR CONVENTION WHERE I HAVE EVER SEEN THE ENEMIES OF THE WORKERS PUT IN AS MASTERS-AT-ARMS. THE COMMUNIST PARTY MEMBERS NOT ONLY STOOD TO THE POLICE, BUT ALSO ASK THEIR PROTECTION ON THE CONVENTION FLOOR!

THE ONLY SALVATION FOR THE RANK AND FILE OF THE NMU IS TO SWING THEIR SHIPS OVER TO THE SIU,—WHERE THEY CAN BE ASSURED OF RANK AND FILE CONTROL,—WHERE POLITICIANS AND STOOGES ARE NOT TOLERATED!

Joseph S. Buckley,
SIU No. 312, Gulf—Engine

MADE A TRUE REPORT COVERING CONDITIONS AND AGREEMENTS, IT WOULD BLOW THE NMU UP BIGGER THAN CURRANSKI'S HEAD!

Red Dean

HAPPENINGS in MOBILE

Fink School Ship "Greeted" By Mobile SIU Members

General Rioting Along Waterfront When "Government Finks" Land

NUMEROUS ARRESTS MADE

Mobile, Ala., July 10.—The School Ship "American Seaman" arrived in Mobile on Saturday, July 8, accompanied by general rioting all along the waterfront.

Handbills flooded the city, Saturday, describing the phonies as "scabs" and potential "strike-breakers". And on Saturday night rioting became general all over the city, with the training ship phonies getting the worst of it all around. The handbills read as follows:

"WELCOME MEMBERS OF SCHOOL SHIP 'AMERICAN SEAMAN'."

"You are welcomed in port NOW."

"BUT HOW ABOUT THE FUTURE? ? ? ?"

"YOU ARE BEING TRAINED TO SCAB ON ALL LEGITIMATE SEAMEN."

"YOU ARE BEING TRAINED TO BE USED AS STRIKE-BREAKERS."

"You are being used to form a group to tear down what has been secured by hard working legitimate merchant seamen. When the time is right you will be herded to take the places of the seamen that are now working. DO NOT BE MISLED—You will not find conditions as they are pictured to you NOW. . . ."

"YOU ARE BEING TRAINED TO TAKE BREAD FROM THE MOUTHS OF THE DEPENDENTS OF ALL LEGITIMATE SEAMEN."

"You will not find the same conditions aboard the merchant ships that you have on the training ship 'American Seaman' . . . You will find that the seamen on American merchant ships are the finest in the world and they are NOT 'RADICAL HALF-WITS' as you have been told. They did not receive training from the government but learned their trades through hard work and application. . . . They fought for every concession they now have and you will be used to tear this structure down and put the seamen back in BONDAGE. . . ."

"THINK IT OVER . . . AND HELP THE AMERICAN MERCHANT SEAMEN GET DECENT UNION WAGES AND CONDITIONS."

"DON'T FINK!
Sponsored by BONAFIDE SEAMEN."

Trouble Starts

The fighting started when Joe Hurd, a member of the NMU who signed on board the training ship as soon as the gangway was down, pointed out a SIU man, with the remark: "There's one of the s-o-b's!" He was immediately nailed, and the fighting became violent. The famous "Royal" was crowded, and doorways became jammed, and several windows and glass doors were broken. The manager of the joint testified in court that Joe Hurd started the entire melee. As a result of the fracas, two men who denied fighting were arrested, and one man (SIU) was immediately released on bail. The police decided that after several battles in the "Royal" that it would be wise to close the joint

at about 10:00 P. M. It was allowed to open Sunday AM, but no hard liquor was sold.

The manager of the "Royal Cafe" told the phonies that they were "not welcome," and as a result, the police closed the joint. The membership commends manager "George" and "Mike" for this action, and thanks them for their favorable testimony in Court Monday morning.

Many Arrests

The entire police department was on duty on lower Government Street, and all along the honky-tonk fist fights broke out, and the cops were powerless to stop them. Eighteen SIU men were arrested on general holding charges, and disorderly conduct charges. All were released and some were fined. The "reception committee" immediately went into action and raised money to get these men released, and all were freed by 11:00 A. M. Voluntary contributions will be taken on the ships to retire this loan.

Fighting in Jail

The highlight of the entire affair (about 75 men) were herded into the general bull-pen, and the fun really started! Several men were removed to the hospital, and the cops were forced to use their blackjacks several times. Again the SIU and SUP men were extremely lucky, and did not receive any serious injuries. However, Paul Hall, Gulf No. 190, WHO CLAIMED HE WAS AN INNOCENT BYSTANDER, has a couple of nice hickies on his noggin from the cops' blackjacks.

Armed Finks

Sunday and Monday the streets were deserted, and the gangway watch on the "American Seaman" were armed with army rifles and bayonets. Incidentally, several members of the crew of this fink ship were recognized as former NMU members. Several NMU men joined the ship in Mobile, which should make "No-Coffee-Time-Joe" happy, after his reception in New Orleans, which is a story in itself.

The Reception Committee was authorized by the membership to take voluntary contributions to cover the expense of this campaign. This fund will be known as the "Seamen's Welfare Fund."

C. Underwood, Gulf No. 2

Notice:

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

Lakes Displaying Interest In Coming Conference

Sand Boats Finally Organized and Sign Contract Raising Wages

BEEF AGAINST COCA COLA

Detroit, Mich.—The membership here are displaying a great deal of interest in the forthcoming conference, and a special meeting was held at Headquarters to make provision for adequate representation for the Lakes District. Measures were adopted which will insure genuine rank and file delegates, and we confidently expect a large number of fraternal delegates directly from the ships. In contradistinction to the packed fiasco of the "Nearly Moscow Union", we intend to show the commissars the only way of conducting a democratic convention is by having no political axes to grind.

Tough Commissars

Our Cleveland correspondent informs us that the commissars in Erie are developing into real tough guys. They opened a hall there, and on boarding a ship in the harbor they discovered a woman cook, named Leona Wilson, who had belonged to the AFL for years. They threatened to beat her up unless she changed her affiliation. The lady told the "class-conscious" goons what she thought of them, whereupon they hustled her to the dock.

Verily, the Stalin influence extends far and wide!

Sand Boats Organized

Al long last the famous Nicholson-Ecose sand boats have been organized! These vessels have remained untouched for years, and were considered impregnable. By dint of real hard labor, our International representative, R. D. Thompson, finally secured a contract which raised the wage and working conditions to the prevailing level. This marks one more victory in the long list of success, and is one more step in the direction of our ultimate goal of being the sole union on the Lakes!

Coca Cola Beef

The Marine Council is assisting the Teamsters in their struggle against the finky Coca-Cola. This is a repetition of the same fight the Teamsters Union had in Southern California last year. Some of you may remember that the SUP members on the Catalina had a tough time preventing the transportation of the beverage to the Island. After finally succeeding, we discovered that the IBU (A CIO affiliate) were secretly carrying the stuff to the Island. It is to be sincerely hoped that the NMU won't do likewise here, and sabotage our efforts to make this a union product!

J.J.D.

NOTICE

"SEAFARERS' LOG"

2 Stone St.
New York City
Gentlemen:

Please publish the following:

When John Bernard Frye, late chief officer of the SS Padnsay, was killed on the 6th day of February, 1937 at Port Harcourt, Nigeria, West Africa, he left his orphaned niece, Marie Johns, without support. Will members of the deck department who are familiar with the absence of the brake lining on this particular winch and the broken condition of the gear shaft lever please communicate with the undersigned.

Yours very truly,

Andrew L. Frye,
3633 A. Boulevard,
Jersey City, N. J.

COMMY'S PLAN

(Continued from Page 1)

membership of fifty odd thousand, need take any measures to rehabilitate their finances. If all their members paid dues, the NMU income from this source alone would amount to six or seven hundred thousand dollars! On top of that, there is the income from initiations, assessments and fines. The annual "take" should run well over a million dollars. The NMU should be financially sound, with an income like that, but they are, nevertheless, continually pleading poverty. (They must have learned that from the shipowners!)

If the commissars are really in earnest about wanting to retrench, let them start economizing where it would be most effective:—in other words—cut off about fifty percent of their pie-cards! They're overloaded with them, and the organization is, in fact, top heavy. They have far too many officials, and could operate efficiently with a whole lot less! But then, I suppose, the boys must have their pie!

NMU "Economy"

An outstanding example of "economy," as practiced by the NMU, is a booklet recently published by them, entitled "Labor Spies in the N.M.U." There is forty-seven pages of it, and it's a cinch that it cost them no little sum to have it printed. And after you read through it, what does it amount to? We can't see where it is of any particular benefit to the NMU membership, as it is merely a rehash of events already publicized, and, in consequence, an unnecessary expenditure of the membership's money!

Hiring Hall Question

Among other things advocated is the "elimination of commission hiring halls." Well, well, after all this time, they are really going to fight against the Fink Halls, are they? Why wouldn't the commissars allow their membership to picket the Fink Halls last winter? If anyone has fought these government agencies, it is the SUP and the SIU,—without any help from the NMU! We only hope that they are sincere this time, and won't be telling their members to unofficially ship through the Fink Halls, as they did before.

Also advocated is "elimination of the threat of compulsory arbitration"—with which we are heartily in accord. But,—take a good look at the long drawn out arbitration clauses in the agreements signed by the NMU! If they aren't a step towards compulsory arbitration, they are plenty close to it!

Why the Change?

Yes, now they are openly advo-

TAX PAYERS

(Continued from Page 1)

Ask Tax Payers

WHAT SHOULD BE DONE, IS TO TAKE THIS TO THE TAX PAYERS:

GET THEM ASKING WHY AND WHERE THEIR MONEY GOES,—WHAT GOOD COMES FROM IT??—WHY IT IS NECESSARY THAT MEN WHO HAVE GONE TO SEA ALL THEIR LIVES NEED TRAINING FROM MEN WHO KNOW NOTHING OF THE MERCHANT MARINE SERVICE.

We had that Editorial from the West Coast Sailor of July 7 reprinted in the local paper, and it is getting a lot of attention. The sooner the tax payers get wise, and stop this hooey of wasting the dough that they sweat for, the sooner this waste will stop.

Slam Top Faction

There is a leaflet being printed here called the "Keel," and they went for the NMU top fraction policy of aiding and abetting the phoney on this ship. One passage reads:

"The CIO Unions in Mobile know definitely that the membership of the AF of L were not behind this move, and also knows definitely that threats were issued against any AFL member who refused to become a party to their cowardly actions."

For the information of all CIO-ers, I suggest that they look over the program of the SUP since this question came up, and the program of the SIU since it started on this coast, to show what a militant union will and will not go for. Further, the SIU program was decided by the membership, and not by any top fraction.

As far as the little trouble in Mobile,—the boys are not in the habit of sitting in the same bar-room with some phoney, who in the future will be trying to break their picket lines. The time to take this thing up is NOW,—so how about getting a real progressive line of publicity started on an International scale?

Things are going right along here now,—in the middle of the channel,—and all hands on look-out.

Steady as she goes

Armstrong, SUP No. 2983

BOSTON News Bits

HOW COME, BOSTON? NO NEWS?

eking opposition to the Maritime Commission's program, because it has been proved to them by militant maritime unions that the Commission's plan of regimentation is a direct threat to the general welfare of all seamen! Why haven't they been fighting them all along? Didn't it fit in with the Party's plans? Then, why does it fit in now? So far, they have said nothing about withdrawing their endorsement of the Maritime Commission's training schools and ships, so evidently they still believe in allowing the government to continue training potential strike-breakers!

In conclusion we'd like to say that we can't see anything of any real benefit to the rank and file membership of the NMU coming out of this convention, and all we can see is the CP getting a firmer hold on the organization that they have been using as their own political football!

RUMORED TIE-UP BETWEEN WALL ST., AND COMMISSION

Admiral Land Has Plenty to Explain To General Public for Actions

PRESIDENT TAKES HAND

The editorial in the July 6th issue of the West Coast Sailor captioned "SCANDALS TO COME" appears at an opportune moment.

The U.S. Maritime Commission is a body over which Congress has no direct control. For an executive and administrative group having indirect control over the livelihood of some 75,000 seamen, and an even greater number of shore employees, to have all this arbitrary power without having to return a report to anyone, seems an odd state of affairs.

WALL STREET TIE-UP?

The public would like to know more about the rumored tie-up between Wall Street and the Maritime Commission. It is known that the government is not able to finance all its projects without recourse to the bankers, and in the ship construction program there is a faint aroma of Wall Street dictating where ships are to be built, who shall design the plans, where materials are to be purchased, what agencies shall get the insurance, and what shipowners are eligible to get charters and subsidies.

LAND SHOULD EXPLAIN

The members of the Maritime Commission, particularly its chairman Admiral Land, have much explaining to do to the public regarding some very important matters. From Congressional records we find that Admiral Land, when testifying before a House or Senate Committee seldom carries with him specific facts and data, and his standard excuse is that he did not bring them because he did not consider them important enough. At one hearing on the matter of disposing of the two or three lines being operated for the Commission by private interests, the Admiral told the Senate Commerce Committee that he could not make public certain information but would give that evidence at a secret hearing if they wished. From a navy man, steeped in bureaucratic procedure, an explanation is forthcoming.

PRESIDENT STEPS IN

Recently a West Coast shipyard obtained a contract for the construction of several of the new M. C. cargo ships. This firm had originally bid along with the rest of the country's shipyards, but for some unknown reason their bid was turned down. But the builders, not being satisfied with the entire proceedings, went over the Commission's head and took the matter to the President, who ordered the M.C. to let the contracts to this firm. Apparently something smelled rotten in Denmark and to hush the matter up the President thought it advisable to let the contracts. Of course the public would like to learn everything about this case, but it is pretty sure that Admiral Land will, as usual, not have the proper data with him.

The members of the S.I.U. certainly appreciate the stand and leadership taken by the S.U.P. on questions such as these.

A. O. Wingate, S.I.U. No. 90, Eng.

Signing a Release Does Not Close Case

Where a seaman does not know the nature or extent of his injuries, and signs a General Release, discharging the steamship company from all past, present and future liability, in consideration of a settlement embraced by the terms of his written Release, nevertheless, the seaman is entitled to additional and future compensation for an unforeseen development of the pre-existing injury mentioned in the Release. The point of distinction of the decision is whether the seaman, upon signing the Release, honestly and understandingly knows, and can appreciate the full extent of his injuries, so that the amount accepted under the Release bears a reasonable relation, in terms of

money, to the extent of the injury received, considering not only the condition of the injury at the moment of settlement and Release, but considering also the possible future prejudicial nature and extent of the injury and disease development and progress, both physiological and anatomical, of the original condition of injury. This is true whether the seaman fully understands the contents of the Release, or does not fully understand its contents. This is also true whether a seaman's claim is for steamship owner's negligence liability, or be it a claim for maintenance and cure. The foregoing ruling was made in the following case:

Bonici v. The Standard Oil Co., of N. J.
U.S.C.C. Appeals, 2nd Circuit.
Hand, Clark and Patterson Circuit Judges (April 1939)
William Mahler, SIU No. 2186