

VOTE ON STRIKE AND AGREEMENT ON EASTERN STEAMSHIP COMPANY VESSELS

LIE GIVEN TO STATEMENTS PUBLISHED IN I. W. W. PAPER

**McKay and Lauritano Refute Slandorous
Accusations in Wobbly Sheet**

LEGAL ACTION THREATENED

The official organ of the IWW, the "Industrial Worker," in its May 6 issue, comes right out in black and white and deliberately accuses the SIU and the ILA of helping to break the tanker strike. The story, carrying a New York date line, is headed "ILA and SIU of NA Break Tank Ship Strike," and goes on to say that "Joe Ryan and his International Longshoremen's Association, and the Seafarers' International Union of North America are both actively engaged in supplying scabs in the tank ship strike." That this statement is a deliberate lie, goes without saying, but we cannot allow it to go unchallenged.

They openly accuse McKay and Lauritano, Agents in Baltimore and Jacksonville respectively, of shipping finks. Where they acquired this wealth of information we don't know, and we'd like to suggest to the editorial staff that they check up on the facts before they publish them.

We don't feel that it is necessary to take up the cudgels in defense of McKay or Lauritano, as anyone who knows either of them will also know that such an accusation is phoney, and without any foundation in fact. They are both known to be militant, aggressive Union men who would

never stoop so low as to ship scabs. However, McKay and Lauritano and some of the members have taken up the matter, and the following will give a good idea of their reactions to these rotten, lying charges.

McKAY'S STATEMENT

Baltimore, May 8—An article in the May 6 issue of the "Industrial Worker," official publication of the IWW, accuses the SIU in general, and myself, among others, in particular, of "sending scabs to struck tankers." To the many seamen in all unions who have known and worked with me for

(Continued on page 2)

Need for Unified Action Is Cited

In discussing the problems of new agreements with a large percentage of our members, it is becoming increasingly obvious that the self-appointed spokesmen on certain ships are either lacking in the elementary knowledge of Union principles, or they are deliberately misleading their brother members for their own selfish gain.

The basic principles of Unionism are wages and hours, the right of collective bargaining, and resultant job security.

If we are to take a negative position on any of these vital issues, we shall be guilty of anti-Union activities that strike at the very foundation of our Union, and tends to awaken the position of organized labor as a whole. We cannot proceed on the assumption that we are a law unto ourselves—on the contrary—we should always be mindful that much depends on the way in which we, as Union men, guard, and therefore guide, our destinies.

Repeatedly, the statement has been made by the members of one department that the problems of the other two departments are of no concern to their own department. Hence, they reason, they should fight their own battles. Nothing could be further from the truth! THE PROBLEM OF ONE DEPARTMENT IS THE CONCERN OF ALL DEPARTMENTS. Indirectly, we are all affected by any precedent set, as all departments will be maneuvered to conform if it be found to be advantageous, and to defeat, if otherwise.

There is a community interest that we cannot deny, and should stand ready to take cohesive action any time necessary. The leadership of your Union, as now constituted, deserves full and complete confidence, and are always mindful of your good and welfare. They will not lead, or ask you to support any action that could be construed as detrimental; and any group or clique that takes unauthorized action will be doing so at great risk of injuring the program of the Union, and will be thoroughly examined before given any support.

DIRECT ACTION SHOULD NOT BE TAKEN UNTIL A FULL AND COMPLETE DISCUSSION OF THE PROBLEM HAS TAKEN PLACE, AND ALL OTHER MEANS EXHAUSTED. IF WE ARE THEN FORCED TO TAKE ACTION, WE EXPECT EVERY MAN TO DO HIS DUTY AS A GOOD UNION MAN!

H. Guinier

**Ask for the Union Label
Buy Union Made Goods**

(Continued on page 4)

COMPANY STILL REFUSES TO GRANT DEMANDS OF UNION

**Possibility of Strike Action Shows
Necessity of Complete Unity**

ABIDE BY RULE OF MAJORITY!

The crews on the ships of the Eastern Steamship Co., are now in the process of voting on the acceptance or rejection of the proposed agreement, and also on the question of striking these ships in the event that they turn down this agreement.

The ships are being voted as rapidly as possible, but, of course, the final result is as yet unknown. The voting should be completed early next week.

Whatever the outcome is, it is up to each and every member concerned to abide by the rule of the majority. The balloting is secret, as provided by the Constitution—allowing all members complete democratic expression.

Crews Represented

Last week, there was distributed on the Eastern ships a mimeographed bulletin, giving a list of the demands we had made of this company, and which they had refused to concede. The proposed agreement indicates just how far the ESSCO was willing to go with our Negotiating Committee, and they absolutely refused to concede another point. Do not over-ship's crews were also called in ship's crews were also called in on the negotiations, and were given ample opportunity to present their demands or suggestions. In other words, the Negotiating Committee used every possible means to gain all concessions asked for.

Possibility of Strike

The ESSCO officials still reiterate that if they are forced to grant any increase in wages or overtime they will have to tie their ships up. At this time, it is difficult to figure out whether or not they will resort to such a drastic measure in the event a strike is called.

However, if a strike is called, and it is quite possible that one will be, it will be up to every member on the Eastern ships to pile off and hit the picket line. Conversely, if the majority of the men on these ships vote against a strike, it will be up to all hands to continue to sail the ships. The Seafarers' International Union is not going to be run by any minority group!

Cooperation Lacking

At this time, it must be said that some of the members on the ESSCO ships have shown a decided disinterest in even voting on the agreement, or the question of striking! This complete lack of cooperation certainly is not conducive to obtaining accurate results, nor does it help the situation in any way at all. The crew of one ship took action in Boston the other day, without

even waiting to learn the wishes of the rest of the membership concerned! A move of this sort could very easily sabotage the whole thing. The crew of this ship paid no attention whatsoever to the bulletin issued from Headquarters, in which it was plainly stated "MEMBERS ARE CAUTIONED THAT NO ACTION SHOULD BE TAKEN DURING THIS PERIOD OF VOTING ON THE AGREEMENT, AS THE ENTIRE SITUATION IS DEPENDENT UPON THE WISHES OF THE MAJORITY OF THE MEMBERSHIP CONCERNED." Why should the crew of any one ship take it upon themselves to dictate to the others what course of action to follow?

Any accusation of a "sell-out" from any of the members of this ship are entirely out of line, and uncalled for. THE MEMBERSHIP OF THE SIU IS NOT GOING TO BE SOLD OUT BY ANY OF THE OFFICIALS, OR BY ANY SHIPS' CREWS EITHER!

Majority Rules

Let's get together on this thing, and go about it in the right way. Let every man cast his ballot, and then abide by the wish of the majority. After all, the majority vote is the only measure of democratic expression, and should be abided by at all times.

As soon as the balloting is completed, a statement will be issued by headquarters, giving the result of the vote. Then, whatever action is necessary will be taken.

AS HAS BEEN SAID BEFORE, IT IS UP TO THE MEN ON THE SHIPS TO FIGHT FOR THEIR CONDITIONS:—AND IT MUST BE DONE THROUGH UNIFIED ACTION!

Company Does About Face

A couple of weeks ago, when the crews of the Acadia and Robt. E. Lee took job action in New York, the ESSCO officials were more than willing to listen to reason, and pleaded for an extension of time so that they might

(Continued on page 2)

LAKES HEADQUARTERS MAKES ORGANIZATIONAL PROGRESS

**New Contracts Improve Working and
Living Conditions and Overtime**

GOVERNMENT FORCES OPEN SHOP

Detroit, May 9—Four more agreements were signed between the Seafarers' International Union and the Lake shipping operators, in Chicago, last week-end. Tommy Thompson, new Chairman of the SIU Emergency Board here, left Detroit last Friday to cinch up negotiations, and sign the contracts. Two lines, the Roosevelt, and the Grand Rapids, operate for the excursion trade. Union conditions were extended to these companies, and will be enforced for the short season they operate. These two lines run passenger boats only. The other two contracts cover sand boats.

Conditions Improved

All contracts signed by the SIU, bring shipping through the Union Hall. They mark the beginning of a great march here on the open-shoppers and the fink hall operators. The Union Hall has again made its appearance on the Lakes, and seamen here are beginning to see how it operates,

and the protection it affords.

The new contracts provide for overtime, — something unknown until this season. The overtime rate has been set at seventy-five cents per hour. The day's work shall begin, in port, hereafter, at 8:00 A.M., and end at 5:00 P.M. Before these new contracts went into effect, the work day was any eight hours in twenty-four. This was the prevailing practice throughout the entire shipping industry on the Lakes. It excluded the possibility of any overtime payment. Now that this is ended in at least a section of the indus-

(Continued on page 4)

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Three Fruit Ships Take Full Crews

Shipping Good In New Orleans

New Orleans, May 8—This week we furnished three full crews to fruit boats. We will get a vote on them, and attempt to be certified, so that we can gain an agreement. Shipped one full crew for the Bull Line. Was able to get twenty of our members shipped on two Isthmian Line ships in port over the week-end. We should be about ready for a vote on these ships now. In the last three months, every Isthmian Line ship, with but one exception, that passed through here, had been lined up fairly solid. Our records show that about two-thirds of the unlicensed personnel are carrying SIU books.

Shipping Good

Shipping, as you can see, is excellent here. We have shipped many West Coast firemen and sailors on Gulf ships. After all, it is better to ship our West Coast brothers than to have them crack NMU men over. Right now, we need a few West Coast firemen and SUP members to fill inter-coastal jobs. Quite a few of our West Coast brothers, approving of the action that is going on here, and liking a good scrap, have transferred their books. If the comicals run true to form, they will try to pass motions on the coast to suspend these guys for 99 years.

AGREEMENT

(Continued from page 1)
 negotiate a satisfactory agreement. The extension was granted, and as soon as negotiations were resumed, they immediately changed their tune, and flatly refused to make any of the requested concessions. Why did the Eastern company make such an abrupt about face? Perhaps they felt that they had reason to believe that the crews on their ships would vote in favor of any sort of an agreement. Who gave them this assurance? Certainly not the Seafarers' International Union! Are these ships so loaded with company stooges that the company knows what is going on at all times? We certainly hope that the militant Union men are in the majority on these ships, and that they know how to take care of these company stooges!

REMEMBER, — IF THE MAJORITY OF THE MEMBERSHIP ON THE EASTERN SHIPS VOTE IN FAVOR OF STRIKE ACTION, THEN THE UNION EXPECTS EVERY MAN TO DO HIS PART, AND PILE OFF THESE SCOWS! ON THE OTHER HAND, IF THE MAJORITY VOTE AGAINST A STRIKE, THEIR WISHES WILL HAVE TO BE RESPECTED.

IN ANY EVENT, WHICHEVER WAY THE ISSUE GOES, LET'S GET TOGETHER AND PRESENT A SOLIDLY UNITED FRONT, AND ELIMINATE ANY INTERNAL FRICTION OR DISSENSION!

STATEMENTS IN IWW PAPER

(Continued from page 1)

years, I need not state that such an accusation is a vicious lie, but as a matter of general information I would like to outline the attitude of the SIU and myself in this present tanker strike.

SIU-NMU Cooperation

The Branch itself, of course, went on record solidly at a business meeting prior to the actual calling of the strike, to respect the picket lines of the NMU, and to support, in any way possible, NMU's attempts to obtain Union Hall shipping in the tanker lines concerned. I sincerely believe that it is this cooperation shown and offered between the SIU and the NMU that caused the "Wobbly" masterminds to print their perfidious article.

If there is one thing more than another that the IWW hates, it is any show of unity or cooperation that might work to the advantage of all concerned. The business of the IWW is disruption. They fatten like buzzards on the trials and tribulations of the workingman in his attempts to better himself by unity, and their slanderous and ridiculous article is nothing else but an attempt to break down the cooperative spirit shown by the two unions—SIU and NMU—in the present strike, and have them at each other's throats again.

Have Picket Line Passes

The first week of the strike here, the area around the waterfront was literally over-run with scab-herders, and the fact that today there isn't one of these gentry within a mile of this Branch's office is due to the fact that I personally led a team in a little baseball practice, and ran up a nice score. Myself and the patrolmen have picket line passes issued by Paddy Whalen, allowing us to reach our own ships in the yards, etc. Would Paddy have issued these passes if he thought for a moment that we are scabbing on him? The NMU strike bulletin recently stated that I "had never shipped a fink," and when they said that, they said the truth:—I never have and never will.

Intent Obvious

Of course, every seaman familiar with the situation knows the way of the IWW article. The MTWU 510 thought that when they opened their so-called office on Broadway they were in for good pickings during the present strike, but all we ever see hanging around there is a couple of "smoke-hounds," acting on the well known birds-of-a-feather principle.

In conclusion, might I point out the whole general rottenness and corruption that peeks out from every line of the Industrial Worker. They claim, vociferously, that they are all for the workingman, but if their business is slandering and villifying the Union who, first and foremost in any field of labor, have done more for their members, then it is fairly evident to anyone not an absolute moron, that the IWW is all for the employer. We can just imagine the tanker company Bosses chortling with glee over that article! If they had paid out five thousand dollars for it, it would have been worth it! As a matter of fact, perhaps they did!

Wm. McKay, Agent

LAURITANO'S REPLY

Jacksonville, May 8—I defy the whole membership of the IWW to prove that I ever attempted to ship finks, or did ship finks to the Benjamin Brewster, or any other tanker which was on strike in the Port of Jacksonville.

As soon as I heard that this fink-herder (Fred Engelhouser) was attempting to ship finks, the NMU and the SIU immediately threw a picket line around his place, and it still remains there at present. Furthermore, from the education I got from belonging to that organization some time back, and was later expelled for trying to better conditions of seamen in this port, the education I did get was not to fink or scab on anyone—and I learned that long ago.

I am kept pretty busy down here taking care of my East and West Coast ships, let alone taking care of somebody else's business. I still say that my record as a Union man is spotless, and the guy, or guys who inserted that article in the "Industrial Worker" is a damned liar, and I stand at any time to back these words up. This must be a commy move to discredit the good work I have been doing here in Jacksonville.

Fred Lauritano

SUP Member Defends

Lauritano

New York City,
 May 11, 1939.

TO THE SEAFARERS' LOG

Dear Brothers:

Relative to the article appearing in the May 6 issue of the Industrial Worker, regarding the alleged shipping of finks by Fred Lauritano, SIU Agent in the Port of Jacksonville, Fla., I wish to state that I arrived in Jacksonville shortly after the tanker strike started, and am in a position to know something of the activities in that port.

I was personally in the company of Lauritano every day while I was on the beach there, and I can definitely testify to the fact that he was very active in preventing the shipping of finks, and it was chiefly through his efforts that a picket line was thrown around the crimp joint run by Fred Engelhouser, a notorious scab-herder well known to all seamen.

It was also, through his efforts, and through the local AFL Council, that a boycott was declared against all ESSO products. Lauritano explained to these people that the tanker strike was a legitimate fight against the bosses, and that it was worthy of the support of all organized Labor, and that the SIU is backing it with everything they have.

On several occasions, Brother Lauritano, in company with W. C. Meriweather, a SUP member, and myself, visited the NMU Hall in Jacksonville, and discussed the strike pro and con with the members there. And, on occasion, the NMU members visited the SIU Hall, and were shown their own bulletins posted in plain sight, on the board there.

It is the contention of this writer that this attack on a good rank and file Union man is nothing more than the work of some disgruntled individual with a personal grudge.

It is also with regret that I now find what was once one of the most progressive Union papers in the field, is now being used as a slander sheet, printing unsubstantiated information.

In conclusion, I would like to remind the writer of the article that Brother Lauritano learned his Unionism in the IWW, and that he is still a booster of their principles.

Yours for the solidarity of Labor,

J. Dooley, SUP No. 1931

NMU Not Bothering Finks in Tampa

Miami, Fla., May 17—The port of Miami is seeing plenty of action. In the past week we have had to use direct action on the P&O ships. Firemen blowing tubes is overtime, others getting overtime for everything after 5:00 P.M. and before 8:00 A.M., excepting for oiling auxiliaries. Steward's department on an eight hour day in port, and anything over four hours on Saturday is overtime. New mattresses and springs ordered for all ships. Forty-five cup driplators, electric, for the ferries. Fresh milk on all ships, ice cream whenever in port, two meats on the table, 36-inch lockers for the SS Florida, also tile floors in the bath rooms and toilets. Quarters have been reconditioned, and are now fairly liveable.

The boys realize how much the companies have been cheating them in the past, and that their wives and children CAN'T EAT TIME OFF!

No NMU Pickets

The Standard Oil had a tanker in here this week, and we spent the night watching developments. The only noticeable development was the fact that the NMU Organizer would not consent to his membership picketing or working the scabs over. We can see his slant on this, inasmuch as several days ago he spent considerable time in the Standard Oil Company's office in Fort Lauderdale.

At 11:00 P.M. we met a couple of finks in a beer joint in the city. They were very brave. It must be because they know that the policy of the NMU delegate here is to get statements out of scabs as to why they are scabs. At one to four o'clock this morning the finks had a glorious time in a beer joint outside the dock. There were no police in evidence, but there was a squad car (we found out later was NMU) parked twenty feet from us, and having a glorious time drinking also.

SIU Won't Butt In

We, of the SIU here in this Branch, felt that inasmuch as the NMU officialdom seems to be sanctioning the finks and fishing, that SIU men should not butt in!

It is a noticeable fact that the NMU working class of Union men who would like to go to sea for a living, and send the pants-pressers back to pants pressing, are very, very disgusted. One of our members who just came off a ship, upon walking into the Hall and seeing a bunch of NMU men standing outside, thought the joint was being picketed; so we had to inform the brother that it was not a picket line, but a bunch of Honest-to-God sailormen trying to stick with sailormen, and investigation just what the SIU is.

Where Pie Is

Yesterday, some fink made a mistake and called our Hall, telling us there was an opening on the SS Iroquois as telephone operator, and he would pay forty bucks cash right now, and give the Agent half his first month's pay. It is remarkable, although not very surprising to see how the pie cards are able to keep the ponies running, the doggies barking, and the girls all smiles. The SIU Agent here has been wondering whether he had lost his sex appeal, or what it was.

The NMU organizer has yet to give the membership of the NMU here a meeting. They asked for one last Monday, which he refused. We used to see him galloping around, but now we can't even find his hole!

J. Gunnison, Agent

HERE and THERE in the GULF

NEWS from NEW ORLEANS

New Orleans Reports Gulf Tankers Still Sailing

SIU and SUP Crews Refuse "Hot Oil" While NMU Committee Deals With Maritime Labor Board

TOP FRACTION PLOTTING

New Orleans, May 8.—The appointed tanker strike Policy Committee of the NMU went on record to strike the Standard Oil. Then, when the men walked off the ships, they went on record to take bunkers, load the tanks, and carry Standard Oil case products on their freighters. They cannot take a chance on breaking their precious freighter agreements, so they have told their members on these ships that they must fink on their brothers pounding the bricks!

Ships Refuse "Hot Oil"

Thursday, May 4, the crew of the SS COLABEE, UNDER AGREEMENT WITH THE SIU, REFUSED TO TAKE BUNKERS AT STANDARD OIL DOCKS IN GALVESTON. The ship, needless to say, shifted, and took bunkers from another dock. Sunday morning, the SUWIED, SISTER SHIP ALSO UNDER AGREEMENT, REFUSED TO TAKE STANDARD OIL BUNKERS HERE, WITH THE SAME RESULTS. Today, the F. J. LUCKENBACH and the LENA LUCKENBACH ARE IN THE SAME PREDICAMENT. CREWS OF BOTH VESSELS REFUSED TO TAKE "HOT" BUNKERS!

WHEN IN HELL IS THE NMU GOING TO WAKE UP AND FIND OUT THAT THEY MUST FOLLOW GENUINE UNION PRINCIPLES BEFORE THE WORKERS WILL BELIEVE IN THEIR PROGRAM?

Committee Deals With Labor Board

The Policy Committee is also dealing with the phoney Maritime Labor Board, which was set up by an Act of Congress to investigate the maritime industry, and make recommendations to Congress in 1940. Their recommendations are to cover ways and means to stabilize the maritime industry. THEIR IDEA OF STABILIZING THE MARITIME INDUSTRY IS COMPULSORY ARBITRATION, SOMEWHAT SIMILAR TO THE RAILWAY LABOR ACT! Anyhow, the three guys on this board will be out of a job unless such an act is set up. Bear in mind that their salary is \$10,000 a year, and you will have an idea of the efforts they will make to get such legislation passed.

Holler for Arbitration

Louie Block, Harry Bridges' Number One stooge, is the West Coast representative for this outfit. Every time the Maritime Labor Board enters a dispute, the commies yell, "Arbitrate!" Remember the picket line recently placed on the Matson docks by the Maritime Federation, and the mad scramble of the cooks and firemen back to the ship when Louie Block entered the picture, yelling, "Arbitration!" A Maritime Labor Board report, showing arbitration every time they enter the picture, will look damned good on paper, when placed be-

fore Congress. After all, Congress does not like direct action, nor anyone who advocates it.

One additional reason the commies collaborate with this Board is found when you consider that such a permanent board to administer a compulsory mediation act, would provide some field representatives' jobs. The Mariner's Club members got all the jobs available from the Maritime Commission, so the commies figured to cooperate, and get all available jobs from this phoney outfit.

Tankers Sailing

The tankers are sailing in and out of the Mississippi without being held up. The only sign of a strike is a two man picket line around the Standard Oil filling stations. The members are plenty burned up, but, after all, they cannot buck the established machine! We are backing the members on strike financially and morally. In Jacksonville, we have a joint picket line against Fred Englehouser, notorious scabherder!

On Friday, April 28, I spoke at a regular joint meeting of the NMU in New Orleans. I informed them that we are supporting them, and gave them the score as I saw it. Told them why the SUP had an International Charter. Explained our program, and went into detail regarding the method of carrying it out. When I finished, the NMU gave us a big hand. The applause, of course, was for the program and policies as laid out by the SUP, and adopted by the International.

Comrats Plotting

While we are supporting the NMU in their tanker fight, the top faction in New York is plotting with the top faction of the West Coast committees to legislate us out of existence with the Wallgren Bill. Biting the hand that feeds you is not new for the top faction of the NMU. What we cannot understand is how their membership can take such a stand. When the commies get through selling the seamen out to the Standard Oil, these guys will probably wake up.

The NMU informs their members that Sinclair, Gulf, Kellogg and Pennsylvania Shipping have signed agreements. That's a damned lie! Only Sinclair has signed. Standard Oil is attempting to get one of their ships alongside the Sinclair docks in Houston, so as to tie up Sinclair, and get them in line. JOE CURRAN HAS INSISTED THAT, UNDER NO CIRCUMSTANCES, ARE SINCLAIR SHIPS OR REFINERY WORKERS TO BE INVOLVED. WHERE IS THE CIO SUPPORT THE SEAMEN WERE SUPPOSED TO HAVE?

Steady as she goes.

Roland Dean

P&O Ships Show Great Improvement

Seatrains Officers Chisel on Overtime

New Orleans, May 8.—Conditions and overtime have been improved considerably on the P&O ships. We have a clause in the temporary working agreement providing for overtime on Saturday afternoons, Sundays and holidays. There is no specification stating that this overtime is to be paid only in port, although the company will squawk their heads off, the fact remains that overtime is to be paid for any work performed on Saturday afternoons, Sundays or holidays.

The company, no doubt, will regret having signed such a clause, but, of course, for a good substantial increase in wages the guys will probably go for the regular overtime clause in all West Coast agreements.

Letters from delegates on these ships show that the carferries are living up to the Seatrain agreement, which is the best agreement ever signed on this coast. Under an agreement forced out of the company by job action, we are going to have a vote on these ships to determine who is going to be the collective bargaining representative. The result of the vote is a foregone conclusion, and will be 100 percent SIU!

Chiseling on Overtime

The engineers and mates on the Seatrains are trying to chisel the crew out of their overtime. They are trying to tell the crew that the agreement does not give them all the overtime they have been claiming. This is a direct lie, spread because of jealousy of a few mates and engineers. They signed an agreement under which they can not collect overtime. In view of the fact that the SIU stayed out on strike two weeks after our beef was won, to back these donkeys up, this is a phoney stand they are taking. The crew did not pay any attention to them, however, and claimed their overtime, which was collected when the last ship hit here.

These outside interests trying to disrupt our organization had better be careful, or some of our guys will read the riot act to them.

Range Line Agreement

The Range Line agreement is another good one recently signed by the SIU. The watch on deck between eight and five are paid seventy cents per hour for handling strong backs and hatches. Watch below, and watch on deck, after 5:00 P.M. and before 8:00 A.M. are paid \$1.05 per hour for doing this work. Saturday afternoons, Sundays and holidays are also \$1.05 per hour for all hands doing this work. Super-phosphate overtime clause for cleaning holds means all phosphates.

On sailing day, watches to be set on the eight bells preceding the sailing hour, but not later than noon. Very simple. If a ship sails at 8:00 A.M., the 8 to 12 watch is the only watch who has to work eight hours for that day. The other two watches only have to put in one four-hour watch for the day because after watches are set, any work performed by other than the watch on deck is overtime.

The one weakness in the entire agreement comes from duties of the oilers in port. This was not

HAPPENINGS in MOBILE

Action of Collier Crew Sabotaged

Poor Conditions on Wm. C. Atwater

Mobile, Ala., May 9.—On Saturday last, the Wm. C. Atwater, a collier from Boston, was in this port, and was contacted by the delegates here, and they found that the black gang on there were all ready to go to town for fresh milk. The only member of the deck crew that could be contacted was the deck delegate. He was more than willing to go along with the rest of the crew and get it. The Skipper was ashore, and could not be reached from 10:30 A.M. until around 3:00 P.M. When he at last showed up, he came to the ship in a car with the Bos'n and a couple of the sailors. The score was explained to them, and the Bos'n said, "Hell! we can't get milk, but if they put it on there, I'll drink it!" After considerable discussion, the Skipper said, "If it's the custom on other ships to have milk, then I want my crew to have it too. I'll put a cow aboard, if they want it!" They didn't want any cow,—just fresh milk.

Ship Sails

The Skipper then went aboard the ship, and very soon he came out of his room and said, "I've been rolled,—there is no money in the safe!" Naturally, the delegates thought of the old jingle about the cupboard being bare, and they asked the crew, "Well boys, are you ready to go ashore?" The black gang was, but the Master sang out, "Let go!", and the ship sailed.

THIS IS A HELL OF A STATE OF AFFAIRS. WHEN ALL MEMBERS OF SHIP'S CREWS REALIZE THAT THIS UNION OPERATES FOR THE BENEFIT OF ALL MEMBERS, WHETHER IN BOSTON OR MOBILE, THEN, AND ONLY THEN WILL WE BE GOING TO TOWN IN THE RIGHT MANNER!

Poor Conditions

Regarding this special tub; if the members aboard there were afraid of their jobs, let me state that it would be impossible to get a crew for her in this port, because any man that went aboard and saw the messroom would not turn to. If she is an example of what colliers are, then it's far past time that they were put in shape, because she was absolutely putrid! One member of the crew said that she is a better ship than the rest. If this is so, then Lord deliver us from the rest of them!

Regarding the usual ships in and out of here,—everything was lovely. On the De Soto, the crew collected two hours overtime because the ship didn't sail at the time marked on the board. This is the first time that this has been collected, and is quite likely to be the last for some time, because since the rule went into effect, it's surprising how close the board is to being right!

A. W. Armstrong, SUP No. 2983

covered properly, but we will have a clarification within two weeks. So, if the Chief tries to get you to do other than your customary duties, mark it down as overtime;—we will collect it!

Barge Line Beef Straightened Out

Mobile, Ala., May 5.—Now the latest thing in the Gulf is the barge lines tie-up. Already the operators are wanting crews from the SIU Halls, and they are all getting the same answer: "No smoke!"

Yesterday on the Jacob Luckenbach, there were two barges brought alongside the ship to be discharged. The crew called me, and wanted to know the score, and I was as much in the dark as they were. Upon inquiring around, we found that these barges were loaded in Birmingham about three weeks ago, so the cargo was not hot, and that a CIO tug boat crew had brought her alongside the Jacob.

Confer With IBU

The deck delegate, Kaiser, and myself went to the IBU Hall, and had one of the representatives come aboard the ship and explain the set-up. After hearing all sides that we could, it was decided that the cargo was not "hot," and therefore, it was all O.K.

Contacted Ed Rhone, the local ILA Business Agent, and he said that he was instructed to work the cargo in the barges. So all that we can do is go ahead and work the cargo.

AFL Will Cooperate

It seems to me that once again we find the CIO wanting the West Coast to pull their eggs from the baskets.

Time should tell, and when the members of the CIO realize that the members of the SIU and the SUP, plus all AFL members, will go down the line on a legitimate strike, but don't want to be put out on any limb, and then saw themselves off; then, and only then will we be in a position to really get together and make every move count, instead of staying awake nights to get ahead of each other.

A. W. Armstrong, SUP No. 2983

Members Back Lauritano

Jacksonville, Fla., May 9.—Slander, lies, misleading propaganda, anything to discourage the good work and progress that is being made for the seamen's benefit in Jacksonville. This is the barrage of lies that is being hurled by a clique who are disguising themselves as advocates of Industrial Unionism.

Their attempt in trying to sabotage any progress of the Agent in Jax will be a hard task, and we must say that the membership sailing out of this port, are 100 percent behind their Agent. We say that since Agent Lauritano has been here, shipping has picked up 100 percent, and all of us have been given a square deal. So, it's perfectly clear why someone is trying to sabotage, and discredit any progress being made here.

We stand ready, at all times, to back our Agent in anything which may arise.

Antone De Costa, No. 36 Gulf
R. W. Wheeler, No. 60, Gulf
E. F. Squires, No. 3120, Atlantic

NEWS and VIEWS from the LAKES

BUFFALO
10 Exchange Street

MILWAUKEE
730 S. Second Street

DETROIT
1038 Third Street

CLEVELAND
1426 Third Street

CHICAGO
810 1/2 N. Clark Street

LAKES PROGRESS

(Continued from page 1)

try. Ships under contract to the SIU will pay overtime for all work after 5:00 P.M., and before 8:00 A.M.

More Overtime

Not so long ago, all work came in the regular line of duty. There was no overtime, no penalty time. A man could be put on any job, and it was considered part of his regular work. The new contracts call for the overtime rate of seventy-five cents per hour for cleaning bilges and deep tanks, whether this work is done on or off watch. Coal-passers, and firemen will be paid seventy-five cents per hour, in the future, for any work done in the engine room. Their job is in the fire room, and when firemen are called in the engine room to clean, or do any other extra work, they will be paid for it. Wheelmen and watch men have regular duties, but operating elevators for loading and unloading autos is not part of their work. They will be paid overtime for running these elevators, whether the work is done on or off watch.

These new gains can be protected, and extended, only if the Union hiring hall is maintained. Without strict enforcement of the closed shop, and smooth operation of the Union hiring hall, all gains, and working conditions remain on paper.

Brother Johansen's Work Appreciated

The four new contracts signed by Brother Thompson last week, marked a continuation of the good work begun here by Rangvald Johansen. Brother Johansen was forced to resign from his post as Emergency Board Chairman because of illness. He was active on the Lakes during the Spring months. While he was here, he succeeded in transferring the membership of the defunct ISU into the newly established Seafarers' International Union of North America. He established friendly and cooperative relations with the Teamsters' and Longshoremens' unions in this area. He brought a number of lines under contract to the Seafarers' International Union in the short time he was here. And today, the Seafarers' International on the Lakes has more members than all the Lakes' union together could boast of at the end of the season last year.

Union members appreciate the job Brother Johansen did, and hope that he will soon be well again, and able to join the fight for a militant Union of all seamen—the Seafarers' International Union of North America.

Present Status of SIU on Lakes

Organizing on the Lakes is fought every step of the way by the Lake Carriers Association. This organization of the employers has successfully maintained open shop conditions for the past thirty years. In the face of this opposition by the biggest operators here, the SIU organizational drive has progressed at an even tempo. Independent companies and operators have been signed up. At present, the SIU holds eleven such contracts, covering thirty-five ships. New branches of the Union have been opened as the Union gains new members. The dues paying members have increased by fifty-fold since the beginning of the season.

Companies under contract to us

include the D & C Lines, operating passenger ships and auto-carriers between Detroit and Cleveland, and the C & B Lines, running the same type of vessels between Cleveland and Buffalo. Other outfits under contract to the SIU operate sand boats for the most part.

Ships that are being put in commission, hire all men from the Hall. This is in accordance with the terms of the contracts which the SIU is signing. The basic rate of pay for stand-by work has been set at seventy-five cents per hour.

Government Enforces Open Shop

Railway car ferries, operating on the Detroit River, between here and Windsor, Canada, have long been under contract to AFL unions. These ferries are owned and operated by the Pere Marquette, and Wabash Railway Co. The vast majority of the men working in those seatrains have transferred their old books to the Seafarers' International Union. The same situation prevails in ships of this type running on Lake Michigan.

Since the National Railway act was revised in 1934, organizations representing men in these ships have been subjected to government supervision and interference. Some of the car ferry employees are supposed to be subject to the provisions of the National Railway Act. That was the predecessor of the Copeland Act. It applies to the railway industry, and has enmeshed the unions in so much government red tape, that a closed shop is impossible.

Mediation Unnecessary

We are faced with this fact in only a small portion of the maritime industry—ferry boats, seatrains, and the like that come under the jurisdiction of the act. We can see from this what is in store for all American seamen, if the same provisions are extended to cover the entire merchant marine, through the Copeland Act, and its administrators on the Maritime Commission. Government mediation of this sort means the open shop; it means no Union hiring hall—a return to the sink hall.

Because the government enforces its open shop conditions in these boats, the National Maritime Union is trying to utilize this in order to gain partial recognition for itself. The NMU has centered its activities on these Car Ferries, hoping to find a permanent base for further organizational work. These Car Ferries are important in the life of any Union here, because they are among the few ships that run the year around.

Waterfront Support

The disruptive activities of the NMU have gained nothing for the Union men. The Seafarers' International is the only union that can protect the men on the Ferries who are still allowed to join a union free from government interference. There is good reason to believe that the SIU will force the Railway Companies to boost conditions in the Car Ferries. We not only have the support of the American Federation of Labor, which controls the waterfront through the Teamsters and Dockworkers' Unions, but have also succeeded in winning the sympathy and cooperation of the Railway Brotherhood.

The Railway Brotherhoods are

Progress Reported By Buffalo Branch

Buffalo, N. Y., May 2—The Crystal Transportation Co., operating the Canadiana from Buffalo to Crystal Beach, Ontario, refused to sign the agreement for the coming season with the SIU. All demands were met with the exception of the demand for a raise in pay for fitting out work: for O.S. from sixty-five to seventy-five cents per hour, and the A.B.'s from seventy to seventy-five cents.

The membership in Buffalo voted to instruct the organizer and the agent to tell the company to sign the agreement as presented—or else! Well, the "else" took place Monday morning: nobody turned to!

Raise Justified

The demand for the raise is a just one, and the same money is paid by all other companies for similar work. The company, of course, gave the old song and dance that they are losing money. The ships may not clear expenses as far as fares are concerned, but the bar, the slot machines, and all the other chiseling schemes connected with beaches and excursion boats make plenty. Besides, the patrons are mostly all working men, and therefore, the more reason for decent pay.

The proposed agreement, of course, provides for shipping out of the Hall, and the usual clauses that go with a closed shop. Organized labor has pledged its support, so the men are confident.

Stewards Going Along

Mr. "Seaduck," who wouldn't go along with the new set-up, and started in business for himself, is not making much headway in Buffalo. With the help of the ILA, we took all the ships out of Buffalo away from him. It is our firm belief that the Stewards and Cooks would have finally come along with us anyway, without the help of the ILA, but it sped things up considerably. The ILA promised us all the help they can give us to organize the seamen, as did many other Unions. And the AFL Director here in Buffalo, brother Cunningham, gives us all the help he possibly can.

So it appears that, through systematic hard work, we can, and will establish a strong Great Lakes District of the SIU.

J. Johannessen, SUP No. 3652

holding their convention next week in Cleveland, Ohio. The organizational drive of the Seafarers' should receive 100 percent endorsement at the convention. Many of the delegates there will be familiar with the work that has been done here by our representatives. Their support will help us to victory against the Car Ferry operators.

To Organize More Sand Boats

In the Detroit area we are now concentrating on two independent lines operating sand-boats out of this port. We expect to extend Union agreements and Union conditions to all vessels of this type operated by independent outfits. The two companies we are after now employ about three hundred men, many of whom have already signed pledges with the SIU. Others have taken out their books, and are organizing on the job.

Member Clarifies Lakes Situation

Detroit, Mich.—In view of the extremely conflicting reports regarding the situation on the Great Lakes which have emanated from various sources, particularly the "Pile-it," a brief resume of the difficulties encountered and the progress accomplished would be quite in order for the membership's information. To explode the false claims of progress made by the NMU with their enormous head start would be quite a waste of time.

Meetings Well Attended

As is pretty well known, the spirit of unionism had been moribund for years on the Lakes and even the universal drift towards organization caused by the NRA in 1934 affected this district less than any where else. However, a new spirit has arrived; seamen on the Lakes are coming to realize that the gains they have accomplished can only be retained by a militant union. Union meetings are now well attended and a spirit of interest and militancy is being manifested by all departments. Great progress in the matter of contracts and conditions have been accomplished by the new organizers, Rangvald Johansen and R. D. Thompson. The main stumbling block to a more solid organization is presented by the phoney Lake Carriers' Association. Strange to say the NMU present little or no opposition whatsoever. If only Ralph Rogers and his commissar stooges would take the trouble to ascertain a few elementary facts before printing their lies in the "Pilate" they would save themselves a lot of future trouble in recanting their wild assertions and would probably save themselves a future "purge."

Pending Contracts

To enumerate some of the gains already accomplished, we have thirteen signed, sealed and delivered contracts. New contracts, with rosy prospects of signing, are being presented to the following companies: Nicholson-Ecorse and Tri-State Steamship Co., The Ohio Tankers Inc., of Cleveland and the Jupiter Steamship Co. In addition to the foregoing, the railroad carferries, passenger ships and auto carriers are 100% organized. The seamen on these ships realize that the promises of shipowners are poor substitutes for the backing of a strong, militant Union.

One of the ships was under contract to the old SIU last year.

SIU Halls on Lakes

Gradually the Seafarers' International Union is spreading its influence to all Lakes ports. Before the season ends, Lakes seamen may see an organization set-up such as has not been revived since the crushing defeat of the unions at the hands of the open-shoppers in 1909.

The SIU now maintains branches in the following ports: Detroit, Milwaukee, Cleveland, Buffalo, and Chicago. The representatives in these ports are, respectively, R. D. Thompson, Emergency Board Chairman; Frank Sullivan, Benny Norton, Johan Johannessen and James Hayman.

This information should be clipped out by all Lakes seamen. At the top of this page you will find the addresses of the Union

Shipping Thru Halls

A study of the demand in wage increases presented by us to the Ohio Tankers, Inc., reveals how far we have progressed; a basic increase of \$5.00 over and above the NMU manning scale and \$30.00 above the Lake Carriers Association scales will be noticed. A strict observance of rotary shipping through the hall, hitherto unknown on the Lakes, is further evidence of the rapid progress of real unionism here. Shipping continues slow here but the settlement of the coal strike promises a marked pickup in the near future. Some of the passenger boats are preparing to sail and more will follow shortly. In conclusion I wish to state that despite the sabotaging lies of the commissar stooges it will be evident from the foregoing that real progress has been made and it is our confident hope that next season the entire Lakes will be united under the banner of the Seafarers' International Union of North America.

Louis Gordon, SIU Deck 926

LAURITANO'S LETTER

Letter to Industrial Worker

The following copy of a letter was received from Jacksonville Agent Fred Lauritano, with a request that it be printed in the LOG:

Editor, Industrial Worker,
222 N. Halstead St.,
Chicago, Ill.

Fellow Worker:

I am asking you for a retraction of a statement which appeared in the Industrial Worker dated May 6, 1939.

My record as a Union man is open to anyone who is in doubt, and my record in the IWW, of which I was a member for five years or more, is spotless. I was expelled from the IWW last Fall because I am holding down the position of SIU Agent in the port of Jacksonville, Fla., for the betterment of conditions regarding the seamen. Nobody can ever accuse Fred Lauritano, Agent, port of Jacksonville, of being instrumental in shipping scabs aboard the Benjamin Brewster. I defy anyone to prove it, and kindly inform the writer of the article that if there isn't a retraction in the next issue of the Industrial Worker, I will be forced to start legal proceedings against your paper.

Yours truly,

Fred Lauritano

Halls in these ports. There you can get full information about the Seafarers' International Union; how it operates, and the protection it affords.

Strong Ties With Other Workers

The further expansion of the Seafarers' International on the Lakes is assured by the support we are receiving from the other unions in the industry. Everything on the front is controlled by affiliates of the American Federation of Labor.

Freight shipped in Lake vessels is brought to the docks by ILA men. Sand and gravel is loaded by AFL Hoisting Engineers. These are the three unions that operate on the Lakes front. In the near future we hope to further cement our solidarity with them by forming Maritime Councils for joint action against the most powerful of the employers' groups.