

DIES COMMITTEE QUIZZES CURRAN ON NMU COMMIES

**Denies Party Membership and
Disclaims Knowledge of Control**

**PHILLIPS AND McCUISTION
ALSO GIVE TESTIMONY**

Joe Curran's bright remark to the Dies Committee that he wouldn't know a communist if he saw one, reminds us of the backwoods stump-jumper who, upon first viewing a locomotive, vociferated, "I don't believe it!" What with commies all around him in the guise of "union leaders", fattening themselves on the pork chops supplied them by the poor deluded NMU members, and in spite of the fact that practically everyone else on the waterfront knows just who are the comrades, the big oaf has the supreme gall to say such a thing to the Dies Committee. That certainly is a laugh.

Denies Charge

His denial that he, himself, is a communist, is another laugh, because even if he isn't, he most certainly does follow the Party line, and takes his orders from the commissars. He did admit that the Communist Party contributed food, money, and the use of cars during strikes, but says the NMU president:

"When I'm on the picket line and my stomach needs a pork chop, I don't know whether it was paid for with a green or Red dollar." What we would like to know is how long Joe ever was on the picket line. We know that he doesn't care who pays for his pork chops, just as long as he gets them—and believe us—he gets 'em!

Refutes Curran's Testimony

Then McCuiston, a former party member, went before the Dies Committee, and practically called Curran a liar. He is a NMU member, and stated that the NMU is controlled by the Communists, and that 90 percent of its officials are either Party members, or "fellow-travelers." He further declared that Curran is a Communist, and, indirectly, takes his orders from Moscow.

Fingered by Curran

Apparently, McCuiston's evidence proved rather damaging to Curran and the rest of the NMU commissars, as Curran immediately notified the New Orleans police authorities that McCuiston was in Washington. It is said that he is wanted in connection with the slaying of Philip Carey, but practically ever seaman who was in New Orleans at the time of that killing was questioned by the police. The funny part of it is that Curran even had the commy beef-squad out after him one night last week up on Twenty-Third Street, and he was warned against testifying before the Committee. However, nothing was done about it until he did go before the Committee, and then Curran put the finger on him, in an effort, no doubt, to discredit his damaging testimony.

Phillips Testifies

On Thursday, Frederick Phillips, a former NMU official who was ousted because of his anti-Communist views, testified before the Committee that 80 percent of the NMU officials are Communists, and stated that the commies plan to control the merchant ma-

rine, and "could sabotage shipping to such an extent that the Navy would be powerless."

It is our belief that the statements of both McCuiston and Phillips are undeniably true, and the pity of it is that there does not seem to be any documentary evidence to back them up. That all these things are true, most of us know, but we would like to see them proven. Communist control of the NMU is a well known actuality, and there is no doubt of its existence.

No Commies, Joe?

To get back to Curran—we'd like to know a lot about some of his actions, and we would begin by asking what he knows about the alleged misuse of seamen's passports for the purpose of getting some of the comrades over to

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SIU Agreement With Waterman for Bonus

**Calls for \$40 Raise
After Oct. 31st**

INSURANCE CLAUSE

Herewith is printed the War Bonus agreement with the Waterman Steamship Corporation, as negotiated in Mobile, and we defy the NMU commissars to match it! This is just another example of what can be accomplished in a real Union, and we point to it with pride!

WHEREAS, a condition of war exists on the continent of Europe, in which a number of nations engaged in the shipping trade are involved, which has greatly increased the dangers to seamen, IT IS THEREFORE HEREBY STIPULATED AND AGREED by and between the undersigned Waterman Steamship Corporation, as owner or operator of the Steamship "_____" and the entire personnel of her crew, acting by the undersigned Business Agent of the Seafarers' International Union and the undersigned as Chairman of the Seamen's Committee of said Union's Local, that the sum of Thirty Dollars (\$30.00) per month shall be added to the wages of each member of her crew, payable at the same time as the payment of wages upon discharge, to continue so long as said war continues. For

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Voting On Officials Gets Under Way

**Space Provided For
Write-Ins on Ballot**

TWO MONTH'S VOTE

New York, Nov. 1—Balloting on the election of officers for the coming year was started today, and considerable interest is being shown by the men on the beach. In line with this, we feel that a word or two to the membership will help out.

It will be noted that for each position on the ballot there is a blank space. The reason for its presence is for the purpose of writing in the name of some person whose name does not appear on the ballot, and for whom you wish to vote. You can write in any name you wish, and when the balloting is finished on December 31, and all the votes have been counted, any man whose name has been written in, and who has polled a majority of the votes, will stand elected. Provided, however, that he can fill the qualifications as set forth in the Constitution. Namely: He must have three years service on merchant vessels in his particular department, must give proof of citizenship, and have been a member of the Atlantic District for at least six months. Last, but not least, he must also be in good standing.

Vote Carefully

Remember that any names written in must be either in indelible pencil or ink. If they are written in lead pencil, your ballot will be of no value. **ALSO REMEMBER THAT YOU CAN NOT VOTE FOR MORE THAN ONE NOMINEE FOR EACH OFFICE EXCEPT AS OTHERWISE NOTED.** Do not make any other marks on the ballot, and do not write either your name or book number on it. Ballots marked in this manner will be voided.

Ships' crews are advised that if they wish to vote they must visit the Union Halls to do so. THERE WILL BE NO BALLOTING ABOARD SHIPS. As long as there are enough members on the beach, balloting committees will conduct voting each day. The hours in New York will be between 11:00 A.M. and 1:00 P.M.

Give Sufficient Notice

Should an entire ship's crew desire to vote, it is requested that they give the Union Hall at least two hour's notice, so that everything will be in readiness by the time they get to the Hall. There is no excuse for members on ships not to vote, and it is hoped that all hands will make it their business to cast their ballots.

As the voting will be carried on through the months of November and December, there will be ample time for practically every member of the Union to vote. Very few ships are gone from the East Coast for longer than two months. There are, of course, some exceptions, but they are in the minority.

SO, COME ON FELLOWS, LET'S ALL CAST OUR BALLOTS,—DON'T WAIT,—DO IT NOW, AND HAVE YOUR SAY IN RUNNING THE AFFAIRS OF YOUR OWN UNION!

COMMIES PLAN TO TAKE OVER ALL SIU SHIPS

**Phoney "Reorganization" Scheme
To Entice Members From SIU**

INSULT TO INTELLIGENCE

The NMU Commissars are apparently desperately doing everything that they possibly can to divert attention from the inner strife in their organization, and now they have come up with the phoniest plan of all.

The plan referred to is, of course, the one for the "reorganization" of SIU ships into the NMU, as proposed by Commissar "Rasputin" Lawrenson. This would-be saviour of the seamen, who has proven himself phoney so many times that they can't be counted, has devised a scheme whereby he thinks SIU members can be persuaded to line up with the Commy-I-O NMU.

SS St. John Arrives With Finks Quiet

**Captain Takes Blast
At CIO-NMU Crew**

GLAD TO BE BACK

New York, Nov. 1—The SS St. John returned to the Port of New York on October 27th, manned by a crew of finks shipped through the NMU hall. Much to the surprise of all concerned, there were no reports of insolence of the crew to the passengers, as had been the case on the SS Acadia just a week previously.

Perhaps the hush hush policy of the Maritime Commission had more than a little to do with the fact that there was no loud squawk. As in the case of the Acadia, the St. John was also manned by plenty of men who had never seen a ship before, and whose papers had been issued to them at 45 Broadway, when the NMU couldn't persuade a sufficient number of their own members to fink, and deliberately recruited non-seamen.

The Skipper Speaks

Anyhow, although there was no squawk from the passengers on the St. John, the skipper, Captain Crosby, reported that there had been plenty of beefing on the eastward passage, and that five members of the crew had wound up in chains in the ship's hoose-gow! Said the skipper:

"IF WHAT WE HAD WAS A SAMPLE OF THE C.I.O. UNIONS, I AM GLAD THAT THE EASTERN STEAMSHIP COMPANY RECOGNIZES THE OTHER UNION, WHICH IS A BRANCH OF THE A. F. OF L."

Need we add that we agree with him, absolutely and without reservation?

Phoney Promise

Just in case any of you may have forgotten, the St. John is one of the two ships which were chartered from the Eastern Steamship Company by the U.S. Lines for the purpose of repatriating in Europe by the war. When SIU members refused to sail these ships on the strength of a phoney promise of a retroactive bonus, the NMU commissars went to no end of trouble to ship all sorts of finks to man the ships. They even sold some of their membership on the idea of finking by

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Phoney Books

Let's look it over. The commissar plans to issue to SIU members—who will take them—what are to be known as "Preliminary Membership Books," at a cost of one dollar per copy, with dues payable at the rate of twenty-five cents a month. This book will entitle the bearer to little or nothing. It does, however, grant him the more or less dubious privilege of visiting all NMU halls, and the right of consultation with NMU officials regarding organizational problems. What a laugh that is! What sort of advice are they qualified to give? Of course, they are past masters of the art of boring-from-within, sabotage, and just plain chicanery. But, with their own organization crumbling about their very ears, how in Hell can they expect to do anything for the members of a real Union? The phoney book also entitles the holder to attend NMU meetings, where he will have a voice, but NO VOTE.

No Shipping Privilege

The book does not allow the holder the privilege—if you can call it such—of registering on the NMU shipping list! Their lists are, of course, so overcrowded that they can't afford to put any more men on them, as it takes on an average of four or five months now to ship out from a NMU hall.

In Lawrenson's report to the NMU meeting he submitted a list of companies controlled by the SIU, and stated, "... here's the number of jobs... which the NMU hasn't got and we should have." Openly admitting that it is the jobs they are chiefly interested in, and NOT the men!

How Plan Works

Now, the way this plan of the high commissars is scheduled to work out is as follows:

After you are issued one of these "Preliminary" books, you keep on holding the bag—er, pardon—book, until the NMU is in a position to take over the entire fleet of the company in which you are sailing. Then, and only then will you be allowed the supreme privilege of becoming a full-fledged member of the NMU. Now, ain't that somethin'? You go on paying your two-bits each month until the commissars take over control of a certain company—which may take months, and even years, and then you can get your NMU book, register on their ship-

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EDITORIAL

SEAFARERS' FIRST ANNIVERSARY

This month marks the first anniversary of the Seafarers' International Union of North America. In fact, if we remember rightly, on the night of November 15, 1939, here in New York, we went on record to accept the Seafarers', and to go down the line with the policy outlined by the Sailors' Union of the Pacific.

Since 1937, when the old International Seamen's Union folded up, the seamen who had remained loyal to the A. F. of L., were sort of left in mid-air, and were in turn members of the ILA, Reorganization Committee and the AFL Seamen's Union. Then along came the SIU, led by Harry Lundeborg. There was considerable anti-SUP sentiment at first, but the more clear thinking members soon stamped that out, and the men who had been sent here from the West Coast soon demonstrated that there would not be any such thing as SUP domination. They pitched in and went to work and fought for the improvement of conditions for seamen.

CONSIDERABLE ACCOMPLISHED

In this first year of our existence, much has been accomplished, and we feel that no small measure of our success must be attributed to the efforts of those West Coast men who were sent here to organize the SIU. A remarkable spirit of militant solidarity has been built up within our organization, and we have taken no backward steps. The agreements which have been signed have been improvements over the old ones, and conditions have been established aboard ships greatly superior to those previously existing. Our membership has grown by leaps and bounds, and many militant men have deserted the NMU to join our ranks. We are free of political intrigue, and have managed to keep clear of Communist influence.

We have our own Constitution, recently adopted, and it is as democratic a document as it could possibly be, having been patterned on the SUP Constitution. Right at present we are voting for our own officials, just as we had been promised we would.

Great strides were made on the Lakes this year, and many companies signed on the dotted line of a contract with the SIU. Next year there will be more.

CONTINUE GOOD WORK

All this good work must be continued, and we can not afford to cease our efforts, nor take one backward step. When our new officials are elected, let's give them the same support as we have given our officials for the past year. Let's not have any internal dissension, and personal squabbles. Let's remember that we all have to stick together, and work together towards one common end; — the perpetuation of the Seafarers' International Union!

TOUGH BATTLE AHEAD

We still have a tough battle ahead of us, when we will perhaps have to fight for our very existence. It is no secret that the NMU commissars are out to break us, and will resort to any methods to accomplish their purpose. We must be ever on the alert, and not relax our vigilance for a single moment. We must fight fire with fire, and break them before

Member Calls NMU Plan Ridiculous

Peace and Harmony
 in Ranks of SIU

COMMIES SELL OUT

New York—Due to the proposed ingenious methods by which the Communazi controlled National Maritime Union plans to absorb the rank and file membership of the Seafarers' International Union, it is self-evident that some action should be taken to show these phonies that we are not as ignorant as their idle chatter seems to indicate. The best way to do this is to handle any so-called "good-will messenger" as rats of their sort should be handled.

When one organization attempts to sell themselves to the members of another organization, they should have many points and arguments in their favor to show just why these members should desert a set-up that has proven itself to be a bona fide and industrial organization, for one that has its very foundation eaten away because of the use of propaganda issued by the Communazi heads, with its attendant unfavorable publicity.

SIU Has Peace and Harmony

The rank and file members of the No-More-Union set-up are constantly bickering and arguing amongst themselves. How in Hell do they expect to sell themselves to a group of men who have had peace and harmony between their Union officials and all members, since its inception? Being used to competent officials who have proven themselves capable of handling each and every emergency which has come up, and who have proven themselves to be working for the interest of the membership, rather than for trying to establish an agency for collecting dues that have to be split too many ways, they could hardly be expected to have any confidence in so-called appointed officials who have been caught in sell-outs, while the SIU laughed at them.

Speaking of sell-outs—let's take the tanker strike. That was merely an attempt to get at the strike fund that had been built up. After the haze had lifted, the net results as presented to the membership were these:

What Sell-Outs Did

The men had lost their jobs, after walking the streets for months, and the only retaliation to take was to boycott the Rockefeller oil products—which must have scared that great corporation a great deal. Next, we come to the Lykes Brothers ships, where instead of trying to cut down on the work, they cut down on the help, by eliminating the watertenders on these scows. Their latest sell-out was the bonus proposition that the NMU members had to swallow, or leave the ships, because the link-herding specialists had already managed to find full crews to replace these men if they didn't take orders. These orders

they break us. We, who are already SIU members, know that we have an organization superior to the NMU; but it is up to us to prove that to the rank and file of the NMU.

BE LOYAL TO YOUR UNION, AND TAKE PRIDE IN ITS PROGRESS. YOU HAVE HELPED TO BUILD IT, AND MUST CONTINUE TO HELP. AN ORGANIZATION IS ONLY AS STRONG AS ITS MEMBERSHIP, AND THE MEMBERS ARE THE UNION. WORK TOGETHER IN HARMONY, SUPPORT YOUR OFFICIALS, MAINTAIN THE CONDITIONS YOU HAVE GAINED, AND NEVER ABUSE A PRIVILEGE.

LET'S ALL GET TOGETHER, AND MARCH FORWARD TO ONE BIG UNION FOR ALL SEAMEN.—THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA!

SOCIAL SECURITY FOR SEAMEN

Baltimore, Md., Oct. 27—Of interest to the membership of the SIU and all seamen in general are the recent amendments to the Social Security Act which provide for the payment of old-age benefits to seamen. These amendments to the original act, which made no provision for the seafaring man, were obtained by representations by the SUP-SIU and other bona fide maritime organizations. They were obtained, of course, over the usual opposition put up by the special interest groups, including the shipowners, who wanted to be

spared the trouble of going to the necessary book-keeping, and that other group who seem to consider the seamen as something less than human and therefore not entitled to the benefits generally accorded the shore-worker. The following examples of the working of the Act will give the seaman an idea of what to expect from Social Security and clarifications can be had from Agents or Patrolmen who are familiarizing themselves with the new regulations.

How Act Works

Beginning January 1, 1940, one percent of the wages earned will be paid by both employer and employee; therefore, you may expect a deduction of 1 percent from your monthly wage to cover the provision of the Act. Two percent will be deducted in 1943; 2½ percent will be deducted in 1946; 3 percent in 1949. A minimum monthly benefit of \$10.00 and a maximum of \$85.00 is provided by the act. Benefit payments begin at the age of 65 provided the beneficiary retires at that age. Continuous employment at any definite wage is not required under the act. Your average wage is determined by computing the total amount earned. Payments are based on the following formula: The insured seaman will receive as a basic benefit 40 percent of the first \$50.00 of his average monthly earnings plus 10 percent of his average wage over \$50.00 and up to \$250.00 per month. He will also receive an additional 1 percent of his basic benefit each year in

were given despite the fact that all Scandinavian ships are, and have been receiving a daily bonus for sailing ships, to the tune of 150 per cent over their base pay.

When are these phonies going to get wise to themselves and wake up to the fact that the men going to sea are after a democratic organization interested in their welfare, and not one that is going to dictate orders on a "take-it-or-else" basis.

Crowning Insult

Now comes the crowning insult: After fining on the members of this Union in the P & O strike, they now try to tell us that we will be able to have full books in their now practically defunct machine. You fellow members can see just why it is necessary to handle the great (?) organizing machine of Curranski, Smith, Myers and Lawrenson without kid gloves when they approach you on the matter of "Preliminary Membership Books," if we are to walk along without being afraid to hold our heads up as GOOD UNION MEN!

Don Ronan, No. 1374

which he has earned at least \$200.00.

Examples

EXAMPLE: Suppose a man has been receiving an average monthly wage of \$100.00 since the beginning of 1937 and chooses to retire when he reaches the age of 65 at the beginning of 1940. He would receive 40 percent of \$50.00 which amounts to \$20.00 plus 10 percent of the remaining \$50.00 which is \$5.00; plus 3 percent of the basic benefit of \$25.00 which is 0.75, making a total of \$25.75 per month which he will receive for the balance of his life.

EXAMPLE: A man who has earned \$150.00 a month for five years and reaches the age of 65 and retires in 1942 will receive \$31.50 per month for the rest of his life. If his wife is 65, she will receive a monthly benefit equal to one-half of the amount which the husband receives. In this case she would receive \$15.75, making a total of \$47.25 per month for the couple for the rest of their lives.

The above examples cover men up in years, but it can be seen that younger men paying into the plan for a longer period of time will consequently receive greater benefits. However, irrespective of how little a worker may earn, or how short a time he has paid into the plan, the benefit will not be less than \$10.00 per month, while on the other hand no matter how much you earned and how many years you paid into the plan, the benefit will not exceed \$85.00 per month.

How to Get Number

Members may obtain Social Security numbers by making application at the nearest Social Security office. Members already having a number retain the same number. Members who have had a number and lost their card should make application for a duplicate but not for a new number. The original number issued an employee remains with him as long as he lives. Requests to the Security Board for application blanks are being made by your officials and it is hoped that we will be able to obtain a supply of these blanks for distribution among our members.

NOTICE

All members are cautioned to get Social Security numbers before January 1, 1940.

Apply to your local Social Security Board for applications as soon as possible, and don't wait until the last minute.

Members in New York can get their applications at the office of the Social Security Board at 45 Broadway.

If you do not have your number by January 1, 1940 it is very likely that you will be unable to sign on a vessel.

Get your number NOW, and avoid confusion.

MOBILE BRANCH REPORTS ON WATERMAN BONUS PACT

Central Trades Council Gives Full Support to Seafarers

PREDOMINANT AFL MILITANCY

Mobile, Ala., Oct. 23—This area is getting back in the groove again, and all is peace and harmony. Most of the boys are pretty sore about the way the NMU scabbed on the P & O ships, and are in favor of treating these birds like the rats they are. It's funny how the commies will wait until the Union seamen have gained good working and living conditions, and then they jump in and try to wreck those conditions. But that is the chief aim of the Communist Party—to tear down the structure that has been built by militant men, and in its place put a bunch of stooges who have no more voice in the affairs of the organization than a bunch of cattle. Excuse me—I really shouldn't compare the membership of the NMU with a herd of cattle. The owner of a herd will fatten his cattle before he is ready for the slaughter, but the top fraction of the Communist Party is driving the common herd of the seamen to slaughter without any fattening. Something like being skizzled without being kissed!

Waterman War Bonus

The big question uppermost in the minds of the majority of the members around here is that of "War Bonuses." We are sending along a copy of the agreement we have at present with the Waterman Company. We believe it is the best in the field today. There is a provision for increase in the event any other company pays more than is herein contained. (We like that!) There is no chance of it being decreased, even if any other line stops paying bonuses. (We like that too!)

Cooperative Spirit

The members here believe in solidarity, not only in our own ranks, but with all of our affiliates. The Branch is well represented in the Central Trades Council. The SIU has the full consent of the Council in all of their beefs—which has proven a very valuable asset in fights against the union busting tactics of the employers, and also against unfavorable legislation. This support and cooperation has been won through the ready response of the Seafarers whenever any AFL group sends out the call for help. They have always stood ready and willing to do their part, whether it be a matter of finance, walking picket duty, or what have you.

Militancy in AFL

This is the spirit that has held the AFL together in spite of the Commies, or perhaps I should say, because of the Commies. The CIO has never been a serious threat to this militant spirit which is so predominant in the A.F. of L. The little squabble we have gone through since 1936 has done more to bind together the real Union men, than it will ever do to separate them. The only thing separated was the sheep from the goats, the chaff from the grain, and we have a better, cleaner organization because of it.

J. K. Shaughnessy, No. 118

NOTICE

Will any of the seamen who were employed on board the SS LOSMAR on or about April 1, 1939 and who are familiar with the accident in which MORRIS CHERTOV, O.S., was injured on board said vessel on said date, kindly communicate with Frederick R. Graves, Attorney-at-Law, of 44 Whitehall Street, New York City, Attorney for Morris Chertov.

SS ST. JOHN

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falsely promising them that they would keep their jobs when the ships were returned to the Eastern Steamship Company.

Ships Now SIU Manned

However, just as a matter for the records, both the Acadia and the St. John are now manned by 100 percent SIU crews, and are back in the service of the Eastern Steamship Company. All the finks were paid off both these ships when the U.S. Lines finished with them, and you can take our word for it that they will stay off.

Just for the sake of a few measly dollars, these finks scabbed on their brother seamen, and we predict that the day will come when they will seriously regret ever having done so.

In any event, the traveling public is now assured that they can sail on these ships without fear or trepidation. They are manned by members of the Seafarers' International Union, whose reputation for efficiency and courtesy has never been challenged.

NMU PLAN

(Continued from Page 1)

ping list, and sit around on your fanny for six months waiting to ship out again. What we'd like to know is what benefits anyone would get out of the one buck for the book, and the twenty-five cents per month dues you will pay into this phoney outfit? For what purpose is the money to be used? To pay salaries for such as Lawrenson, Hanley and Meers? We predict that if these vultures are going to have to depend on the income from this source to buy their pork chops for them, they will sooner or later die of starvation!

Whitewashing Finks

Also included in the statement to the holder of the book is the following:

"4. The National Maritime Union admits a number of new members per month, provided such members have six months sea service, such service to have started prior to April 17, 1939." The idea behind the service being prior to April 17, is that they will exclude all new-comers, especially those who finked during the floppo tanker strike. However, although they will keep out men who started to sea during that time, they will still not exclude those experienced seamen who also finked during the same strike. Their plan is not aimed only at SIU members, but also at the men on unorganized ships, particularly those in the tanker field. They are deliberately planning to whitewash all the finks who sailed ships during the tanker strike!

Deliberate Finking

The main point in Lawrenson's argument in favor of the "reorganizing plan" is that due to the existence of the SIU, and also of unorganized seamen, there can be no such thing as unity. He contends that if the seamen were together in a real national organization there would be no need for quibbling with the Maritime Commission over such things as the twenty-five percent bonus. We would like to point out, here and now, that if the NMU had backed up the SIU in their demands for a decent war bonus, and war risk insurance, the question would have been ironed out to the satisfaction of all a long time ago! But no—when the SIU went on record to refuse to sail either the Robin Adair, Acadia or St. John across unless they were guaranteed a bonus, and insurance commensurate with the risk involved—the NMU deliberately shipped finks on these ships! This was a direct blow to anything even resembling unity! Had the NMU

PROBATIONARY MEMBERS

The following letter has been sent to all Atlantic district agents:

You are hereby notified that the proposed Constitution which was submitted to the membership for their acceptance or rejection through the medium of a referendum vote is now in effect having been officially accepted by the membership through a majority vote of acceptance.

I wish to call your attention to Article IV of this newly adopted Constitution which deals with Probationary members. All those joining the Union from October 9th, 1939 on will be required to serve a probationary period of six months; such probationary period to commence from the date of joining.

All new members will be issued the usual blue membership book but they will bear the words "PROBATIONARY MEMBER UNTIL (date)" on the inside of the front cover.

Upon the completion of their probationary period of six months (this is determined by the date stamped under the words "UNTIL" of the probationary stamp placed on the inside cover), and providing they have taken the obligation to the Union and have paid six month's dues, they are then to be considered as full members as per the Constitution with full voice and vote: they will also then be entitled to all benefits as prescribed by the new Constitution, providing they are members in good standing.

As per the Constitution, Probationary members are to have voice but no vote. They are also not entitled to any benefits (hospital, etc.) until they have passed the required six months probationary period and have taken the obligation and have paid six month's dues.

Probationary members may take the obligation anytime during their probationary period; such obligation to be taken at a regular business meeting as is now the custom. When any Probationary member takes the obligation, your regulation Branch obligation stamp is to be stamped directly under the Probationary Member stamp which always will be found on the inside of the front cover of the membership book. Such obligation must be recorded in the meeting minutes. Instruct all probationary members to be sure and take their obligation before their probationary period expires.

Probationary members who have fulfilled their probationary period and have not taken the obligation nor have paid six months dues are not to be recognized as full members until such obligation has been taken and six months dues are paid; they are also to be denied all benefits until the obligation has been taken and six months dues paid...

Please instruct all your Patrolmen to this effect and notify them to make certain that every Probationary member takes the obligation before his six months probationary period expires. Trusting that you will give the above your strict attention, I remain,

Faternally yours,

MATTHEW DUSHANE,

Chairman

held fast in their demands, and stood pat on the question as did the SIU, those ships would never have sailed for a lousy twenty-five percent bonus.

No Unity With Commies

We will agree with Lawrenson that the seamen would get much further if they did have a real national organization—but there can never be such a thing—as a real one with the NMU! That Commy-infested outfit is so rotten with political intrigue, sell-out artists, and other phonies that it can never be acceptable to right-thinking American seamen! The SUP wants no part of such a set-up, as they have clearly demonstrated on more than one occasion. How then, can the NMU ever hope to bring about the realization of a real national organization? The answer is obvious—they can't!

In furtherance of this phoney "reorganization" plan, the commissars plan to get NMU members aboard SIU ships—through any methods possible—with instructions to carry on the well known commy policy of boring-from-within. As a consequence, we must be on the alert for any of these characters, and take care of them be-

fore they even get started. Be extremely wary of constant disruptors, and the characters who are continually starting trouble aboard ships.

Insult to Intelligence

In conclusion, we'd like to say that this latest plan is suspiciously akin to the old plot that the commissars tried to put over on the Waterman ships, with the exception that you will now be obliged to pay for the "privilege" of being eventually eased out of your jobs. Such a scheme could have been spawned only in a perverted mind such as Lawrenson's, and it is a direct insult to the intelligence of the SIU membership. As most of you will recall, when the commissars started their so-called drive on the Waterman ships, their main objective was to get AFL men lined up with the NMU, chase them off the ships, and then take their jobs. That is the exact intention of this latest move, and we'll come right out and predict—without any fear of having put ourselves out on a limb—that it will suffer the same fate as did the NMU Waterman "drive"—and the comrats will once again wind up behind the well known eight ball!

Challenges Pilot to Print True Facts

Kentucky Red No "Hero"

New Orleans, La., October 18, 1939.—That short article in the last issue of the NMU Pilot, with the heading "RIVERMAN BEATS BACK TWO GOONS," if read by the average wick, would be taken for granted that this Kentucky Red Marshall was quite a "Hero," which is evidently the opinion the Editor of the Pile-It wishes to impress upon all who read but don't quite understand.

This Kentucky Red entered what is known as Boots Bar on Conti St., inquiring for the whereabouts of Curly Rentz and Joe Tirrell, left this place and shortly after returned, and upon finding Rentz and Tirrell in the Bar, pulled a gun and without the slightest warning, shot Rentz once in the stomach and four more times while he lay helpless on the floor. Tirrell, who tried to defend Curly, was shot in the leg. Both Rentz and Tirrell were unarmed; in fact, to my best knowledge, I've never known of either ever packing weapons of any description.

Rentz Threatened Before

This Kentucky Red was later to confess to the police that he was merely a dupe in the hands of the present Commisnazi officials of the now defunct NMU. It is well remembered by many rank and filers in this port of New Orleans that Curly was threatened by Commissar Ed. Platt last year, when even then, Rentz was battling to expose the phony Commy set-up within the NMU.

This Kentucky Red is well known to many Union men as a Weed Head, and sometimes a Main-Liner, the type of person who is capable of being used for most any purpose in the hands of a shrewd person. The Pilot also forgot to mention that the weapon used in this cowardly attack was later found in Andy Colls bar, next door to the NMU hall on Decatur Street; this bar-room is known as the Communiaz hangout in the Port of New Orleans.

Lies Printed in Pilot

Will the Editor of the Pile-It dare deny these charges, or will he, in the usual lying manner, attempt to cover up his stupid slander against real honest Picket Card men who have been fighting with all sincerity to expose to the workers the rotten corrupted officials who now control the NMU?

Even to the description of these two Militant Union men has the Editor of that Commy rag attempted to cover the truth. He describes them as two six-footers. Tirrell is a mere five foot seven weighing about 145, but as good as any man six feet. This has been the second attempt upon the lives of Rentz and Tirrell. Once before, three main-liners of the party pulled guns on these two rank and filers, but got their ears beaten off, and in the excitement of the battle, one commissar pulled the trigger and injured two innocent bystanders. One whose leg was so badly shattered that it may be amputated to save the life of the person injured.

Did any of you NMU members ever see any story printed about that affair? Yet the three involved in that shooting are well-known party men, also officials of the NMU.

Why haven't these Party men been apprehended? Surely they could not by any chance be under the protection of the New Orleans Police Dept.

J. Buckley

Names Omitted From Ballot Due to Lack Of Proper Evidence

It seems that some of the boys were a bit vague regarding the qualifications to send in with their acceptances of nominations, and, as a result, a few were disqualified by the Committee.

Two such unlucky ones were Roberts and Bombardier, who were nominated for Patrolmen in the port of Boston. Roberts neglected to send in proof of his citizenship with his acceptance, and Bombardier didn't send in sufficient sea service discharges. However, they did send in the necessary data later, but nothing could be done about it, due to the fact that the Committee had already submitted their report, and had been disbanded.

For the information of all concerned, the names of either of these men may be written in on the ballot, and if they are elected, and fill the necessary qualifications, it will be perfectly legitimate. If there were others whose acceptances were tossed out by the Committee because of neglect to send in all the necessary papers, their names may also be written in, if they can fill the qualifications. For instance, some who accepted nominations had not been members of the Union for the required six months, but will probably fill that qualification by the time the votes are counted. Their names can also be written in, but we want to caution you once more **NOT TO VOTE FOR MORE THAN ONE MAN FOR EACH POSITION, EXCEPT AS OTHERWISE NOTED ON THE BALLOT.**

Providence News Items

Providence, Oct. 24—When the SS David H. Atwater came into this port last week, all overtime due the black gang was collected. Most of this time was for oiling winches on the last trip South during the month of August. Two of the oilers were not there, and they can get the overtime due them by contacting the Atwater Coal Company at 1 Broadway, New York City. Brother Geo. Brown, No. 639, has 13 hours due for oiling winches. Brother H. Arneson, No. 2592, has 14 hours due for the same work. This time was put in from August 13 to August 23, 1939.

The present Atwater agreement expires on November 1st, and the crews on both ships in the port this week have been contacted regarding opinions on a new agreement. Today, the deck crew in the Wm. C. Atwater voted to take straight overtime instead of the two dollars they have been getting for each bulk cargo loaded. Brother Arthur Kelcey was up from New York, and contacted both crews regarding the agreement.

Atwacoal has started to charter Munson ships, and as soon as the ships come in, this Agent will contact the crews. The first ship in will be the MS Munmotor. The Atwacoal is also buying a barge in the Gulf, and we are sure that the Seafarers' will be able to improve the conditions on the barges with a little cooperation on the part of the crews.

The SS Olga of the Carter Coal Co. is also in this port, and will be ready to sail by December 1st. She has been given a complete overhauling, and should be a good job when she starts up.

Frank Berry, Agent

ATTENTION

All members whose name appears on this list are asked to contact their Agent or Patrolman as soon as possible, so that all discrepancies can be straightened out:

Book No.	Name
7	R. J. Duffield
38	B. Castillo
59	Ramos Francisco
79	W. Iona
93	E. B. Barfield
102	Chester Mosher
122	F. Albertson
147	A. C. Banc
184	E. C. Hill
197	Raymond Hillery
198	Joseph M. Daselva
207	Lewis Jones
228	Matthew Stevens
248	J. A. Moran
265	Louie Pugh
269	E. Y. Bevis
278	Raymond M. Forns
298	L. A. Holbrook
306	Chester Capers
337	Vincente Fernandez
365	Thomas Rowe
370	L. O. Brothers
365	Thomas Rowe
370	L. O. Brothers
371	A. J. Cobb
385	V. Van Amburge
391	Oscar A. Rosman
393	Ed Holt
396	A. Macapagal
423	Willie Simmons
427	S. E. Culotta
460	Charles E. Seymour
476	S. Williams
498	J. A. Vernay
516	John Montevade
534	N. Cumming
591	Robert Williams
617	J. Calahan
637	William Love
641	Luke Greer
647	Bud Ray
680	Willard Stokes
689	Horace Farley
692	E. Badual
708	Hugh P. Walsh
744	Harry Wilson
786	A. A. Stypznnski
769	M. J. Kennedy
884	George Libby
926	Hans L. Olsen
1024	M. Quiones
1042	H. Preble
1067	James A. Walcott
1184	Ben Wilson
1190	J. Davis
1190	J. Davis
1230	H. Jones
1236	Fred R. England
1253	E. V. Gallop
1260	Carl Kurtz
1305	Joseph Kicklighter
1329	JOSEPH McBride
1335	C. Preclaro
1339	A. Monreal
1345	J. Maldonado
1347	C. Kolste
1348	James Nieves
1480	Louis Boudreau
1498	Henry Tatman
1499	J. J. Sullivan
1504	Alfred C. Nadea
1530	James Sweeney
1567	Joseph M. Marino
1578	Joseph Ramos
1585	James McCormick
1606	Domingo C. Aguila
1610	Norman Chaderton
1620	Antonio Santiago
1658	Eddie P. Robinson
1668	Arthur LeBeau
1677	Gibbs T. Silverman
1682	John Sullivan
1692	Clarence Thompson
1699	G. W. Christian
1724	Jerry Owens
1760	John W. Burke
1785	Erwin Madden
1790	Guy Merleson
1791	William Fraser
1831	Norman C. Macken
1843	William H. LaRue
1853	William Griffen
1902	George Brown
1926	Wilson Morton
1958	Dayton M. Bogart
1963	Richard Pitts
1973	John R. Johnson
2002	M. G. Parker
2005	Stewart Coull
2006	Basil B. Nobteon

"DUKE" DUSHANE DRAFTED

We, the undersigned members of the Committee Investigating qualifications of nominees for office, have unanimously agreed to submit for your approval the following resolution:

WHEREAS: We are unanimous in our high esteem and appreciation of the wonderful performance of Brother Matthew Dushane in his work in organizing for the past year, and

WHEREAS: It is our opinion that a man of his calibre is strongly needed to assist in administering the affairs of the Atlantic District for another year at least, and

WHEREAS: Due to the fact that the number of men accepting the nomination for Secretary-Treasurer was very small, and

WHEREAS: Brother Dushane has clearly demonstrated to the membership of the Atlantic District his competence, ability and honesty, and his sincere desire to better conditions for the seamen on this coast, and

WHEREAS: He has proven by his actions that he is fully acquainted with the needs and wants of the seamen on this coast, and is fearless in his dealings with the shipowners, therefore be it

RESOLVED: That the members of the Seafarers' International Union of the Atlantic District go on record as being in favor of either drafting Brother Dushane to the position of Secretary-Treasurer of the Atlantic, or of petitioning President Harry Luhdeberg to keep Brother Dushane here for another year as International Representative in charge of the affairs of this organization, and be it further

RESOLVED: That we also petition Brother Dushane, himself, not to refuse this urgent request of the membership, as his services are needed, and necessary for the preservation of the Atlantic District, and be it further

RESOLVED: That this resolution be particularly brought to the notice of the members at all Atlantic District Branches, and acted upon favorably, and be it finally

RESOLVED: That a copy of this resolution be printed in the "Seafarers' Log," and that it be given widespread publicity.

(Signed): W. L. Mason, No. 60

A. G. Alexander, No. 2686

Benigno Lopez, No. 5766

A. J. Klippberg, No. 2257

NOTICE

Will the following members call at the Hall in Philadelphia, or write for their Union books:

Roland Weiks—E-2714
Charles H. Smith—S-4959
Eugene H. Dawson—D-5663
William Merrick—D-5873
William P. Noglee—D-5185
David Lathrop—E-2800
Bo Powell—D-2191
R. Bateman—D-2672
Reno Hughes—E-5108
O. W. Austin—S-5260
Paul Clark—S-4996
Joseph H. Smith—S-4832
Russel Lowery—D-2193
Earl Danley—E-5768
W. H. Moore—S-5950
C. H. Dennard—E-3678
Joseph Handfinger—S-4958
C. C. Hamby—E-4742
Henry W. Smith—S-3351
Charles Stokely—E-3117
Giovanni Milanto—E-1465
R. R. Price—E-5760
Gabel Fratus—D-838
James Smith—S-5009

Book No.	Name
2036	Phillip L. Sullivan
2037	B. DeSouza
2081	W. A. Tapley
2122	Henry Williams
2170	Leon Pudinski
2195	Alex Abram
2259	Martin Butler
2410	Gusavo Nichols
2414	Cleveland Cullins
2421	Ernest Oxley
2534	Fritz Kraul
2576	Joseph Powers
2584	R. J. Fredricksen
2585	W. S. Maurice
2630	M. Huggins
2651	Gerald F. Hickey
3702	Robert C. Lewis
3703	Jose Quiapo
4003	Byron Ricketts
4139	Albert Graham
4170	Thomas Anderson
4327	Henry Childs
4369	Manual Bernardez
4398	H. Mossage
4734	Daniel Buckley
6000	Edward B. Blavas

Agreement Praised

SS Cassimir
New Orleans, La.
October 23, 1939.

Dear Brother Dushane:

We, the crew of the Cuba Distilling Company tanker SS Cassimir, wish to extend our heartfelt thanks to you and the SIU officials for securing the new agreement calling for an increase in wages and overtime. We are already getting the increase, starting October 22.

We hope that the labors of the men who drew up this agreement, and secured same from the company, will not go un-noticed by the rest of our brother members.

We also hope that our fellow seamen in the National Maritime Union will take notice of a real democratic, bona fide Seamen's Union.

Thanking you sincerely,

(Signed): Alex Cameron, Deck Delegate, SUP No. 2482; Andrew E. Keyser, Eng. Delegate, SIU No. 2570.

NOTICE

GULF DISTRICT MEMBERS:

1. Members holding Gulf District membership books must first obtain an Atlantic District number in their book.

2. At least three months dues of their last dues paid must have been paid into the Atlantic District before they are eligible to vote for Atlantic District Officials.

Editor, the "LOG":

Dear Brother:

Will you please publish the following notice in the next issue of the "Seafarers' Log."

Members of the crew of the SS Hamakua, on December 3, 1938, please get in touch with my attorney, Silas B. Axtell, 15 Moore Street, New York City.

Thomas E. Carpenter
SUP, No. 3124