

## NEW CLOSED SHOP AGREEMENT SIGNED WITH SAVANNAH LINE

### NMU Officials Exposed By Auditing Committee

**Rank and File Take It On The Chin; Officials Charged With Inefficiency, Gross Neglect, and Mishandling of Funds.**

In the NMU "Pilot" of January 27, there appeared a most illuminating and significant financial analysis of the Atlantic District and the National Council under the heading: "Monthly Auditing Committee Submits Report."

In presenting their report, the Committee disclosed the fact that, despite the NMU's constitutional provision for a monthly audit by an elected membership committee, they were the first committee to serve in such a capacity for well over five months. Apparently Curran and his clique of claqueurs operate on the now-famous McKesson & Robbins business principle of "the less you audit the books, the less you have to audit."

The Auditing Committee bluntly accuses their recently elected officials of deliberately ignoring the by-laws of the Constitution, of gross incompetence and negligence, and even further, of wilfully concealing vital information regarding the financial structure of the Union from the membership. Figures are quoted in their report which prove beyond question that the NMU is not only rotting away financially, but is actually tottering on the brink of bankruptcy.

#### Indebtedness Increases

The Committee reveals that, despite pre-election promises of rigid economy, the present body of officials has succeeded in red-inking the books to the tune of \$5,507 per month, or, since their election a brief five months ago, have plunged the Union \$27,537 further into debt. The actual total indebtedness of the National Council and the Atlantic District as submitted by the Auditing Committee was \$45,465 as of the date of their report.

In further analyzing this appalling indebtedness, the Committee asserts that the cause is not difficult to discover. In their own words: "It is a story of how pie-cards are willing to let the financial structure of the Union rot away as long as they collect their forty and forty-five dollars per week. . . . It means that the officials in charge of finances never assumed the responsibility of reducing expenses or that they are incompetent." This rather damning statement of fact sits "No-Coffee-Time" Joe Curran, whose "Just wait till I'm elected" promises have proven so many idle boasts, and his retinue of stooges, plump on the needle-pointed horns of a dilemma—either they own up to their own inability to handle their jobs, or they admit to an unforgivable lack of responsibility where the membership's welfare is concerned. Well, Joe and Company, which is it?

#### Phoney Purchasing

The Auditing Committee then proceeded to the next item in their report, viz., "Purchases." They succeeded in unearthing some rather interesting facts concerning Peter

J. Innes, Jr., former Purchasing Agent of the NMU. Although they could not discover exactly how Innes rose to the pie-card heights of "General Purchasing Agent," the Committee did find convincing evidence that, as is the nature of most purchasing agents, Innes was buying Union necessities from merchandisers who suited his fancy for some unknown (?) reasons, despite the fact that in almost every instance a much lower bid could have been obtained elsewhere. Comparative prices are submitted in this report which show, if not actual dishonesty, at the very least, incompetence of a sort meriting instant discharge. On several items purchased by Innes from the Signal Printing Company, bids of at least \$3.00 per 1000 cheaper were obtained by the Committee from other firms.

In addition, Innes had compiled a purchasing catalogue for the use of Agents in ordering supplies; the Committee discovered that the Union had been paying for various items a price much higher than even that listed in Innes' catalogue! And when forced to the wall by the insistent questioning of the Committee, Innes changed his story several times. When pressed by the Committee about a particular printing job he had placed with the Signal Printing Co., Innes claimed that the Goodman Press (who had been previously contracted to do the work, but Innes had cancelled the order) had submitted a higher bid than the Signal Printing Company. But contrary to Innes' statement, the Goodman Press told the Auditing Committee that they had not

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### COMMUNISM IS FOSTERED BY LEWIS, SAYS HOMER MARTIN

**Seeks Destruction of Auto Workers, He Charges.**

DETROIT, Feb. 22.—According to Homer Martin, President of one faction of the United Automobile Workers, in a radio address, John L. Lewis, head mogul of the CIO, is trying to destroy the union in the interests of Communism.

Mr. Martin declares: "Lewis has linked himself with the official Communist Party and allowed a completely organized official Communist program to be followed as a means of destroying the autonomy of the UAW."

He further stated that the Communists had seized control of the American Communications Association, Steel Workers Organizing Committee, Textile Workers, Fur Workers, and the National Maritime Union.

### Crew Relates Their Story of Conditions

**Hard Boiled Skipper Tells  
Crew Company Controls  
Gulf.**

SS West Kyska,  
Tampa, Fla.  
February 13, 1939.

#### Greetings:

Have just finished reading your February 10 issue of THE LOG. It is as fine a publication as any labor organization ever published. Having just arrived from across, after two months, we did not know what the situation was, but we have learned all we wanted to know by reading THE LOG.

We had some beefs aboard, and I would like to state them. We sailed from Mobile for Halifax, N.S., on December 4, and when we tried to get some woolen underwear and socks, we were told that there was no underwear, and only two pairs of socks in the slop-chest. The fore-castle houses eight men, and there is only one heater, and it throws little or no heat. The fans are falling apart, and they turn at the rate of about three revolutions per minute. Four of us have to put our clothes into oilskin lockers, as they are the only lockers left. The bulkheads are crummy, and the mate wanted us to soogey on our own time, which we said we would do if we were paid seventy cents an hour. He decided to let them stay dirty. The drinking water is full of sediment from the tanks, and needs to be fixed. In England, the steward ordered some stores, which the skipper neatly cut in half. We got about \$47.00 worth of stores to last to the first port. We ran out of onions two days out of Cardiff, and potatoes ten days out. There has been a real shortage of grub and linen. My linen is over two weeks

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### NOTICE!

#### TO ALL AGENTS:

You are hereby advised not to ship any SIU Cooks and Stewards, or Engine Department men on West Coast ships unless they are fully protected by a first class rider on the articles.

If they are forced, for one reason or another, to leave a ship on the East Coast before they have completed at least one month's employment, they shall be paid wages for one month, plus first class transportation and subsistence back to the port of signing on.

If they are forced to leave the ship on the West Coast, for any reasons beyond their control, they shall be paid the sum of \$125.00, cash for wages, transportation and subsistence.

All Agents are instructed to pay strict attention to this matter, and not to allow SIU Cooks and Stewards and Engine Department men to ship on West Coast vessels without these riders.

### Substantial Gains Secured For All Departments — All Hiring To Be Through Union Halls Exclusively

The new agreement with the Ocean Steamship Company of Savannah (Savannah Line) was signed this week, incorporating the changes made in the first draft of the contract, asked for by the membership.

The new contract embodies a complete closed shop, hiring

### Baltimore Port Council Is Formed

**To Adopt Plans for Unified  
Action in Future. All  
Cooperate.**

The local Branch of the SIU here in Baltimore is going ahead with the work of getting representatives of the Longshoremen, Mates, Engineers, Radio Operators, Towboatmen, Freight Handlers, Warehousemen, Truck Drivers, Teamsters, Harbor Workers, Watchmen, Shipyard Workers, Checkers, Fishermen, and all others concerned, together for the purpose of setting up a Port Council of organizations who will work with each other, and go down the line with their brothers in the marine field, when assistance is necessary. Due to the active work of the Branch here, the first meeting of the Council is scheduled for Friday, February 24, at which meeting it is hoped we will be able to elect officers, and draw up a policy for future action.

Organization of the Fishermen is a tough problem here, due to the fact that headquarters of these grossly underpaid and victimized brothers is at Cambridge, on the Eastern Shore, and a Union delegate would be as popular in Cambridge as Hitler would be in the Bronx. However, we're after them, and although it looks like a tough road ahead, we've traveled over other tough roads, and got there just the same. It may throw some light on the fishermen picture, when we tell you that the gentle art of the "Shanghai" is still practiced occasionally on these boats, when it becomes necessary.

Although action on the Marine Hospital business is stalled temporarily, we are not forgetting it, and have done enough, so far, to insure the seamen getting in there when he feels like it, and staying in there until he gets ready to leave.

Shipping is good along this waterfront, and the A. B.'s around here are getting so choosy, that the ship-owners claim it is harder getting A. B.'s than it is to get mates or skippers. Three former NMU ships sailed only the beginning, boys,—only the beginning!

**Ship From the Union Hall.  
Defeat The Fink Halls.**

through the Hall, overtime, safety conditions, nine holidays, room and meal allowance, first class transportation and subsistence when traveling, and raises in pay for some members of the steward's department and engine department. The agreement is to remain in effect until February 1, 1940.

Overtime is to be paid for all work performed, in all ports, on Saturday afternoons, Sundays and holidays, with a few minor exceptions in the steward's department, regarding arrival and departure days, on passenger vessels. For instance: If a ship sails on a Saturday afternoon, Sunday or holiday, the members of the stewards department shall be required to work eight hours, with overtime for work in excess of that period. On days of arrival they will be required to allow one hour to care for the disembarking of passengers, except on a southbound arrival in New York, when they will be allowed overtime for all work performed in excess of eight hours. On freight vessels, all work performed by the stewards department, while in port, on Saturday afternoons, Sundays or holidays shall be paid for at the regular overtime rate. No painting is to be done by members of the steward's department.

In the Engine Department, on vessels arriving in port on Saturday afternoon, Sundays or holidays, overtime shall commence when the "finished with engines" bell is rung, and will cease one hour prior to the time the "ahead" or "astern" bell is rung. Upon arrival in Savannah, members of the engine department, with the exception of donkeymen shall not be required to work later than 12:00 Noon; and while laying in that port, shall not be required to work later than 3:00 P.M. Donkeymen may have the option of rotating their position by requesting a relief from the officer in charge.

Duties of each rating of the unlicensed personnel are clearly outlined, thus preventing them from having to do work they are not supposed to perform.

In the Deck Department, all work performed in port on Saturday afternoons, Sundays and holidays is overtime, and shall be paid for at the regular rate. When watches are broken in port, the sailors' working hours will be between 8:00 A.M. and 5:00 P.M., and all work in excess of that will be paid for as overtime. This applies to all ports. Gangway watches on Saturday afternoon, Sundays and holidays shall be considered overtime. No work is to be performed at sea after 5:00 P.M. or before 8:00 A.M., with the exception of work incident to the safe navigation of the vessel. When working overtime, and the crew is knocked off for two hours or less, the overtime will be continued straight through. When the watch

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## Tampa Agent Accuses Local U. S. Inspectors of Neglect

### SS West Kyska Crew Takes Action to Force Improvements on Ship.

The following is a self explanatory letter which has been sent to the U. S. Department of Commerce at Washington, D. C.; from Tampa, Fla.:

Dear Sirs:

As Agent of this Branch of the Seafarers International Union, I have been instructed by my membership to inform you of the following facts, and request you to investigate the Local Inspectors here in Tampa.

On February 13, 1939, we had a ship, SS West Kyska, here, and the crew had several complaints to register with the Local Inspectors, namely:

1. The Slop Chest was not properly equipped.
  2. Not enough heat in the foc'sles when the ship was in the North Atlantic.
  3. Drinking water was bad.
  4. Steering engine had no guard rail, and she threw oil, making it dangerous to oil and clean up when the ship was underway.
  5. Foc'sles awash in heavy weather.
- Plus several other minor items that needed looking into.

I took the representatives the crew had elected up to the Inspector's office. We started to tell him, and ask him to come down to the ship and look her over, and he cut us off short.

Captain Blair, your Local Inspector, said for us to go serve affidavits, etc., and then he would consider them.

We received no satisfaction at all. We went to the local Commissioner, and he told the men to swear out affidavits also. He inferred, while telling the men, that if they were wrong they would perhaps lose their Certificates of efficiency.

In the face of all this opposition from men who are supposed to represent all the people of the United States, and not a few, we decided to try to get some satisfaction from you, and the Port of Mobile, where the ship is headed.

Today, as Agent for the SIU, and representing the seamen, I was aboard the SS Clare, a Bull Line

ship, and found a foc'sle with bunks three high. I looked the law up (Section 4, USC 80) which said the bunks should not be more than three high. I immediately called Captain Blair and informed him of the fact. He said that I had better take it up with the Port Captain of the Company, an advised me I was butting my head against a wall.

I would appreciate some clarification on these matters. Also, does a man not have to have six months sea service before he is eligible for a Certificate of Efficiency?

Yours truly,

JOHN GUNNISON, Agent,  
SIU of NA, Tampa.

Elsewhere in these columns is printed a letter received from the crew of the SS West Kyska, in which they explained the deplorable existing conditions on this vessel. On top of that, they had to put up with a hard headed skipper, who apparently thinks that he is back in the old sailing ship days. As we see it, the SS West Kyska is an outstanding example of what a ship should not be, and it is indeed high time that the Inspectors pay a little heed to the men who are forced to sail under such conditions, and not work entirely for the benefit of the shipowners.

## NOTICE !

It has been called to the attention of New York Headquarters that several members, upon paying dues or initiations, have been issued ordinary receipts for same.

You are hereby instructed to insist upon the issuance of regular official receipts, with the name of the Seafarers International Union imprinted thereon, and also bearing a printed number, when paying dues or initiation fees.

If any members have been given any other than the regular official printed receipts for monies paid, kindly forward them to New York Headquarters at once, so that they may be thoroughly checked into.

## BOSTON News Bits

On the SS "Harry Allan," owned by the Pocahontas Coal Company, and manned by a NMU crew, — the NMU pulled the whole steward's department off this ship because they claimed that they had been on there too long. They had had one year of continuous service. . . . Such Unionism!

SS "Pan Atlantic" of the Waterman Line. The crew of this vessel were rather worried when a beef came up on this ship last month, and when a local patrolman presented the beef to the master, and after considerable trouble was able to adjust it satisfactorily, the crew expected that the master would take it out on them after the ship left Boston. One member of the crew was so certain that this would happen that he made a bet that there would be a number of new faces among the crew on this vessel when it returned to Boston. When the patrolman visited the ship upon its return to Boston last week, he found that there was not one new face among the crew. The maker of the bet paid off happily!

The NMU boasts a membership of 51,000. However, according to their own recent survey, they have only 21,000 in all departments. They still conveniently forget, however, that some 15,000 of their members haven't paid any dues for the past five months.

Agent Johnny Mogan went to Portland last week to settle a few beefs on the Range Line ship, "Colabee." All beefs were settled to the complete satisfaction of the crew, who gave him their full cooperation. Due to this fine cooperation on the part of the crew he was also able, after a day of negotiating with the master, to have him sign an agreement whereby the crew of this ship is to be paid collier wages while she is sailing in the coal trade. These Range Line ships are being gradually worked into line, and if we keep it up, they will eventually be good jobs.

At the last meeting, Brothers Rock, Jaynes and Smith, the men who shipped on the Seaboard Navigation ship, "Kennebec," to try to organize this vessel, explained the situation on these ships to the membership. These brothers were discovered by the company too soon, and were discharged from the ship before they had much of an opportunity to get in much good work. We were forced to bring the case before the NLRB, and take action against this company before we were really ready for it. However, we have been assured of plenty of cooperation, and we feel that we can win this fight even if we have had to start when we were in a position less strong than we would have liked to have had ourselves. Nine men were shipped to the "White Boats," last Thursday. "Red Shirt" Haynes, "sailed the ship," before he went aboard, and bought the boys a round of drinks.

Shipping is still slow, as is usual in this port at this time of the year. There are now 143 men on the beach.

Boston Correspondent  
H. Heitzman

## Providence Notes

February 20.—We are receiving calls for coal-burning firemen (colored) who are citizens. All colored firemen who have only first papers have been advised to get their final papers as soon as possible, as there is a shortage of coal-burning firemen here.

Shipping has been slow here this week. Shipped 2 A.B.'s and 4 Firemen, but no stewards, to outside ships, and 18 men to stand-by jobs. The New Bedford, Naushon and Martha's Vineyard each taking six men for stand-by work. The Nantucket continues running with a double crew. Vacations on the Comet of the Colonial Line will start March 1. Colonial Line members

tell us they wish to have double time for Sundays and holidays the year round, in their next agreement.

Merchant and Miners ships running here are short a utility man in the Stewards Department, and the men in those ships want an extra man in the galley.

Also, there has been a practice, lately, for Merchant and Miners men to quit in Norfolk late at night, and have a replacement ship from the dock after the ball closes. The men in the M & M ships are beginning to see the fact that they are the Union, and that the Union is not a thing apart, as they have been led to believe.

Several tanker men have visited us this week, and want to know our position in case they go out on strike in the Spring. Rumors have been spread around that we are going to fink on them. We have assured the brothers from the Gulf that the Seafarers International Union is not going to fink on anyone, and that we are a Trade Union, not a fink agency!

The Lightburne is having part of her cargo salvaged by Merritt, Chapman and Scott. It is said that her hull is undamaged. She is lying on the bottom, with a slight port list, and is submerged to her after boat skids. Her forecastle head is clear.

Divers are working in the upper harbor searching for a sawed off gun, with which "Manila" Rowley shot Hugh King last week. King is in the hospital in a serious condition, his right leg having been amputated on account of gangrene setting in. Rowley is held for trial on February 24, on two counts of attempted murder, and is under \$10,000 bail.

We are receiving inquiries about the Seafarers International Union from many old timers, and several of them, each week, signify their intentions of going with us. We will have enough to man the new Maritime Commission ships as they are built.

## Philadelphia News Items

PHILADELPHIA. — Congratulations on the maiden voyage of the new Seafarers' Log! May its voyage be profitable to us, and we all hope that the quartermasters keep it on a true course.

After being cooped up, in the old snake ranch we had for a Hall at 102 North Sixth Street, we feel that we are finally traveling first cabin in our new Hall at 6 North Sixth Street. A new start in a new Hall. The snakes infesting the old ranch are no longer with us, and that makes the air around here much cleaner now.

The membership here has taken a kicking around in the number of agents we have had,—an average of one a month for the past three months. However, we are fortunate in that they were all A No. 1. More power to them all. Johansen is in Detroit, organizing the Lakes, and Sullivan is Third Mate on the President Garfield,—good luck to both of them! At present R. A. Reddie is in command of the ship, and we hope that this present voyage is both long and successful.

The Merchant and Miners outfit is still giving trouble. They are taking advantage of every loop-hole on the old phoney contract. It has been rumored that they are collecting a new bunch of farm hands and plow jockeys, and are herding them aboard the Essex here in Philadelphia. It has also been whispered that the officers, and not the unlicensed personnel, voted on the present contract. We wonder how much truth there is in that rumor? However, Reddie and Collins are both going to do all that is possible to straighten this outfit out.

Shipping has been pretty slow here in Philly. Should pick up pretty soon when some of the socks begin to fill up. Quite a change on the West Coast ships.—Lots of replacements, and very few SUP or NFOV men here on the beach. Steady as she goes!

## BALTIMORE HIGHLIGHTS

Baltimore.—In general, the waterfront has been quiet recently, with shipping seasonally slow, and down to 47 men shipped out during the past week.

The boys on the SS "Cubore," reported that their Chief Mate had been taken sick, and had been transferred to a Coast Guard plane off Charleston. The transfer was accomplished satisfactorily, despite the heavy seas running at the time.

The crews on the "Cubore," "Steelore," "Marore" and "Firmore," are 100 per cent SIU, and give willing, militant backing to the patrolmen when necessary.

The SS "Barbara," of the Bull Line docked, and, strange to say, had not a single beef to make to the patrolmen.

On the SS "Hilton," of the same line, the first assistant fired two oilers for no apparent reason, but after a talk with the Port Captain when it was pointed out that the crew were going to walk off unless the first assistant got off, the two oilers were re-hired again very quickly, and we don't doubt but that the first assistant treats them like newly-found, long lost friends now.

Visited Brother George Burns, who is taking a rest at 954 Forrest Street, Baltimore, Md. Brother Burns is well, but would appreciate it if some of the West Coast boys would take time out to drop him a few lines about anything at all. Brother Burns is a good man, and is taking his vacation due to his activities during the 1937 strike. So, come on boys, let's get together, and drop the brother a few lines of cheer!

Investigating Phil's Bar at 1100 Hull Street, we could get no proof of any harmful actions against the seamen. We have to have pretty good proof for that sort of thing, so, in the future, if any brother gets a "Mickey Finn," etc., from this place, let us know and we'll put a boycott on it that will really work faster than any "Mickey-Finn!"

The Pennmar of the Calmar Line arrived here the other day, and the crew's beef regarding conditions aboard her were speedily adjusted. New washing bowls, heat in the forecastle, and a waterproof awning were installed in short order. A minor beef on the Texmar of the same line, regarding a water fountain, was also quickly adjusted by the installation of a new fountain. On the SS Cassimir, friction in the steward's department was also straightened out.

The Helen of the Bull Line got in with a crew that is tops for SIU militancy. No trouble on this ship now that the Company knows that the crew is back of the patrolmen to a man, and the rest of the Bull Line fleet are beginning to see things that way too. A visit to the Hollywood and Columbian of the Haywire outfit disclosed all quiet there.

Shipping was slow during the week, with 75 SIU men shipping out, and 56 registering. 13 SUP brothers.

## THANKS SHIPS AND MEMBERS

Editor, THE LOG:

Sometime ago I was commissioned to collect a fund for the family of Brother George Williams, deceased. I am glad to report, and would like to give credit to the following men for their help:

Bro. Graham,  
SS St. John ..... \$ 9.70  
Bro. Rice,  
SS Arrow ..... 7.75  
Bro. Lamos,  
SS Birmingham ..... 6.50  
Bro. Perry,  
SS Geo. Washington ..... 2.20  
Bro. Williams,  
SS Robt. E. Lee ..... 1.50

Total ..... \$27.65

Faternally,  
OSWALD C. STONE,  
N. Y. Patrolman.



# HERE and THERE in the GULF

## Tampa Joint Meeting Condemns Fink Halls

TAMPA.—Following are the highlights of a special joint unity meeting held in Tampa on February 11, by the membership of the Seafarers' International Union and the National Maritime Union in that port.

The meeting was called as a unity convention of the two Unions; the reason for it being an attempt to get the men of both Unions together to work as one.

The Chairman of the meeting was Russell Vaheldiek, a member of the NMU. He stated at the start of the meeting that the floor was open to all, and the Chair would recognize any man who raised his hand.

Brother Gunnison, SIU Agent in Tampa, was the first speaker to take the floor. He spoke on the way the various seafaring unions have been fighting each other for the past few years, and urged that unions get together, and cease their constant squabbling. He stated that all personal grievances should be forgotten, and urged that members take the floor and state their views, regardless of which Union they belong to.

Chairman Vaheldiek then took the floor, and stated that, "It is my observation that when the majority of the seamen hit a port the first thing they hit is a gin-mill, and get soused up. These places are where most of the union arguments start. Unionism and Union business should be kept out of these places." He then went on to say that the "Shipowners are using stooges in Washington to lobby, and work to their benefit. They have it so arranged that a seaman's papers may be taken from him for 150 or more reasons. For example: a man may get drunk and have his papers taken from him on a charge of misconduct, or he may be refused on a charge of physical unfitness."

### Owners Oppose Unity

Brother Sharne, SIU member, then stated: "I was in conversation with a Port Engineer, and made the comment that it looks like the two Unions are going to get together. He said 'No, they (the shipowners and the officers) want to keep them apart, and that as long as they are separated and dumping each other, they pay no attention to, the shipowners and what they are doing.' This man had a Junior Engineer who he used on ships for the sole purpose of stirring up trouble between members of the two Unions."

Brother Anton of the SIU took the floor and stated that the plan in New Orleans was to have one hall for both Unions, with a SIU and a NMU dispatcher, but that the "shipowners ran a bunch of goons in and broke up the meeting." He then suggested that they establish a central hiring hall in Tampa, as they would then be assured that they controlled all the shipping in that port, and there would be no chance of anyone shipping off the dock. He further stated that "Book carriers and two-book men need to be weeded out. We want active men who are, and will be an asset, and who will work for betterment of the seamen."

Following this there was a general discussion relative to the advantages and disadvantages of a joint hiring hall, and various members of both Unions expressed their opinions.

### Fink Hall Question

The Chairman then stated that the next question to be discussed was that of "Unity in combatting the opposition of the Maritime Commission, such as Fink Halls, Training Ships, etc."

NMU member, McKinney took the floor and said: "As far as the port of Tampa is concerned, the seamen haven't anything to worry about being scabbed on by either

Union, and if other ports wake up to themselves, they will not only help themselves as seamen, but will also help us. The officials don't want anything done about it, because they are in the pie. We should get together in one big body and elect our own officers from the floor, and let them run the Union business, as we, the seamen, as a body, say to run it. The shipowners are pulling all the strings they can in Washington, and if we don't do something, the Maritime Commission is going to step in, and the seamen will be out of luck."

Several members of both Unions spoke on the necessity of some sort of a program of unified action in combatting the shipowners and other enemies of the seamen, and then Chairman Vaheldiek again took the floor, and in the course of his speech stated: "In regards to Training Ships and Schools;—a seaman is taught for a period of three months, respectively the functions of the three departments. What is he going to school for? To learn something out of a book, or let some punk try to tell him something which he has learned from years of practical experience at sea?" He then stated that: "At one time the NMU went down the line to fight the Fink Halls, etc. Every man who carries a book, and who walks into a Fink Hall or a Training School should have his book yanked. If a Union member sees a man start into one of these places, stop him, and tell him to stay out, and if he doesn't,—knock him out!"

### Condemn Schools and Ships

After further discussion, it was regularly moved and seconded that the meeting go on record as condemning all Training Schools and School Ships. The vote in favor of the motion was unanimous.

A general discussion followed, regarding the indiscriminate issuance of certificates by the Government Inspectors, and it was suggested that some steps be taken to put a stop to it, and it was then moved, seconded and carried that letters be sent to the officials of both Union condemning certificates unless the man produce two years sea service, and to stop Inspectors from issuing certificates unless the man can show him two years sea service.

Brother Gunnison then took the floor and stated that he can see no reason why an A.B. or a Fireman should have to go to school to learn his particular profession. He further said: "We are not fighting the Government when we are fighting these things. The Maritime Commission tried to set up Fink Halls and School Ships on the West Coast, and had to discontinue them because the men out there wouldn't attend. We have our own Halls, so why should we ship through government halls?"

### Certificates Issued to Non-Seamen

Chairman Vaheldiek again took the floor and said: "Here in the port of Tampa about two weeks ago a man went up to the Inspector and got an oiler's ticket. He took a job on a ship, and in two weeks, when she made port again the Agent had to pull the man off because he was not capable."

"The Commissioners give green men three endorsements, when these men are supposed to have six months' experience before they are given these endorsements. If our Union doesn't combat this, school kids will get in, and work up too

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## NEW ORLEANS

Yesterday, after a lot of wrangling, the Luckenbach Steamship Company agreed to maintain quartermaster watches in the Gulf. By this, the crew was able to force the gun-toting watchman off the ship. They had been unable to do this before, due to the fact that the watches were not maintained.

Several members of the crew of the "Jacob Luckenbach," were voted off the ship for non-union activities. This action was taken by an almost unanimous vote. Through this action, A lot of dissension which was existing on the ship should be overcome.

Due to the fact that several ships went out from laid up status, some strike-clear Gulf District members were sent on some of the inter-coastal vessels. They were able to get the jobs due to the fact that there were no West Coast members available.

The SS "Ormes," shipped a crew today, and we will very likely have a beef on her tomorrow. The company wants to sail the vessel with only the number of men called for by the certificate. That is against our policy, as it does not give us safe working conditions when a ship sails with such a limited number of men. The company also will try to chisel on the transportation to which every member of the crew is entitled, due to the fact that the ship will lay up in Seattle.

The "Major Wheeler," Bull Insular Line, turned over here today from the NMU to the SIU. She will sail with a full crew of SIU members. The crew members on this ship have now overcome the fear of reprisals at the hands of the inefficient, reactionary NMU officials. They will now have the feeling of security of a real Union behind them, and be able to go out and demand from the shipowners decent wages and conditions.

The Seafarers' International Union has opened a Hall at 1407-75th St., Houston, Texas. George Hobart, SUP, is Agent pro-tem. A Hall in Port Arthur is badly needed, and we expect to open there as soon as the Union is financially able.

One fact which is noticeable, is the difference of opinion between the members of the NMU who are employed, and those on the beach. There is very little shipping through the NMU Hall. The members ashore are disgusted, and willing to ship through fink halls, crimp joints or company offices. The members on ships are, in many cases, refusing to pay their dues and assessments. Unless these seamen are willing to reorganize, and become members of the SIU, they will soon become likely candidates for the Maritime Commission "You Are in the Navy" program.

The SS Ormes shipped a full West Coast crew, with the exception of the steward's department. They are NMU, even though there are enough members of the M. C. & S. ashore here to man the ship.

The Alaska Transportation Co., have the SS Oratano ready to go to the Coast in a few weeks. There are only a few West Coast sailors and firemen here. The SIU has informed the P. & O. Steamship Company that we are now ready to open negotiations on the terms of a new agreement. This company has gotten away with chiseling the seamen long enough. The only excuse they could offer for postponing negotiations, was the collective bargaining vote ordered a year ago by the NLRB.

In the South Atlantic Mail Company, there is a suit pending in court which will stop the SIU from gaining a new agreement. However, some new working rules were obtained. This court case was instituted by the NLRB for the NMU. They also have a similar case pend-

ing against the Waterman Company.

A mass meeting of seamen (SIU and NMU) was held in Tampa. The result was unanimous endorsement of the SIU policy of fighting the fink halls and the training ships. After the top faction of the NMU see the membership take such action unanimously, it is easy to understand why they are fighting to stop the proposed meeting here.

Organizer "Red" Hart reports that the men on the Clyde Mallory ships, out of Miami, are refusing to pay dues to the NMU. Perhaps we will be able to have these seamen lined up by the time the P. & O. agreement is signed. The same agreement would apply to the Clyde Mallory Steamship Company.

"RED" DEAN,  
Gulf Organizer

### THE LOG:

The SS Seatrain Havana arrived here today. We boarded her and found everything sailing smoothly. The crew gave us a warm reception of the right kind, and we are very thankful for the splendid work done on the ship, and also for the fine reception accorded us by the crew upon arrival.

We, down here are trying to break down the Mississippi Shipping Company agreement, and from the look of things we will be successful in the near future.

Finn Scheffstad, Agent  
New Orleans

## MOBILE

The SS "Pan Gulf," arrived this week, and a beef was settled relative to one day's pay for the voyage ending September 29, 1938. It appears that this vessel came out of the lay-up dock and took a crew on August 31, 1938, for coastwise ports, and that on completing the voyage, the former port captain conceived the bright idea that he could chisel on one day's pay, so he changed the payroll to terminate on September 30, 1938, so that the members of the crew who were on the ship at that time received one day's pay due them.

The SS "Hastings," arrived this week, and the oilers were able to collect overtime for working winches between the hours of 5:00 P.M. and 8:00 A.M. The three oilers collected in all \$64.05 for a twenty-one day trip.

The SS "Wacosta," arrived here this week. Everything was in fairly good shape, outside of a few minor beefs relative to some changes in the forecasts, which were immediately changed after it had been called to the attention of the Port Engineer, Mr. Waller.

The old "politician," Arthur Berg, came in on this wagon, and is going to make another revolution on her,—something very unusual for him. The Chief Mate and he are getting along very nicely,—Arthur hollers overtime, and the Chief Mate claims that it is for the safety of the ship.

"Big" Collins came to town, and claims that he has missed quite a few schooners. Now that he is here in town, we presume he will catch up with all of his heavy work.

Here in this port, we are establishing a Maritime Trades Council of all maritime trade, with the expectation that a Maritime Trades Department will soon be established within the confines of the American Federation of Labor at an early date.

The Agent, "Scotty" Ross, was called over to New Orleans on the clarification of the Mississippi S.S. Company's agreement. "Scotty" claims that the company is very reluctant to give in on certain things, and has absolutely refused to come to a satisfactory arrangement regarding port time, and the breaking and setting of watches. Brother Ross arrived in New Orleans just

## TAMPA

Tampa — Had a joint meeting with the NMU in the port of Tampa which was very successful in bringing about unification of all seamen.

The joint meeting went on record condemning Fink Halls, Training Schools and Ships, etc. The action was unanimous.

The meeting also went on record condemning the Port of New York for pulling picket lines off the Fink Halls.

The SS "West Kyska" came in from across with a few beefs. Due to the fact that the articles read Mobile, and local port officials gave us little or no cooperation, we could not tie up the ship without having another "Algic Case" on our hands.

The Regular Business meeting went on record as demanding that the Port of Mobile have ships sign on to pay off south of Hatteras, and not designate Mobile as the final port of discharge. This will allow us in Tampa to back up ship's crews on their demands.

We would like to see published the way the paper is financed, the Editor's name, etc.

Showed one of the officials of the P. & O. SS Company around the SS "Cuba," and he admitted that the crews' quarters were lousy, and needed fixing. There will be some immediate alterations made, and the rest done when the ship goes to drydock.

The Company realizes that we mean business. This proves what direct action will do. The SS "Cuba's" crew have found out for themselves that the SIU is the best Union, and are backing it up 100 per cent.

Went aboard the SS "Nishmaha," a Lykes ship. The NMU Agent was there collecting dues. One man had an allotment, and wanted to pay his dues upon arrival in the next port. Watson, the NMU Agent, told him that he would have to pay up immediately or get off the ship.

Upon being asked who was, I told them that I was the SIU Agent here, and am trying to bring peace and harmony among the seamen. I was told, by several members to leave the ship, which I did.

Their Agent is apparently following instructions from NMU Pie Cards, as he sat there like a lump on a log and said nothing. Surely, this is not peace and harmony, but open warfare!

We need A.B.'s badly in this port.

John Gunnison, Agent

## GALVESTON

### EDITOR, SEAFARERS' LOG:

The SS Marsodak of the American Range Line arrived here the other day with an A.B. on her who the skipper had shipped from Charleston. This man was taken off the ship, and was replaced with a man from the Galveston Hall.

Visited the SS "Thermo," in Texas City, and found that the real Union men on her are still loyal. Many of them have been on her for quite some time, and refuse to be bulldozed by the NMU.

H. Peterson, Agent  
Galveston

as the Seatrain beef came up, and he declares that the action of the men, on the beach, the crews concerned, and the longshoremen, were nothing short of wonderful. The Maritime Council really did function. The crew of the Seatrain New York are thoroughly satisfied with the outcome of their beef with the company, and the principles involved. Brother McIntyre of the Seatrain "New York" proclaims, "Now for an agreement with that company!"

Mobile Correspondent  
W. V. Albaugh



# NMU OFFICIALS EXPOSED BY AUDITING COMMITTEE

(Continued from Page 1)

been given an opportunity to bid at all.

## Favorites Get Paid

Another interesting sidelight on the Innes affair was the fact that, whereas most of the NMU creditors had been forced to wait months for payment of bills, the Signal Printing Company, Innes favored dealer, always received prompt remittances. Could it be possible that Peter J. Innes, Jr., had a finger in these little transactions, all of which, incidentally, bore the O.K. of George Hearn, Atlantic District Treasurer? We wonder.

More significant even than ex-Purchasing Agent Innes methods of transacting the business of the Union and pieing his way through hundreds of the membership's hard-earned dollars, is the fact that Curran and Stooges, Inc., at least tacitly approved these purchases. And, if they claim ignorance of most of these questionable transactions, they leave themselves wide open for charges of criminal neglect of duty.

## Unnecessary Expenses

The Auditing Committee next took up the question of "General Expenses" in their report. Commenting upon many needless expenditures, they pointed out where money was literally being poured down the sink for such absolutely unnecessary expenses as \$80.00 for Masters-at-Arms at the trial of Ferdinand Smith, and money paid to various members for burning old records despite the fact that there are nine janitors on the payroll at Headquarters. Anything to bake a little more pie for some of Joe's white-haired boys, even though the payroll at Headquarters approximates 75 per cent of a total week's income in dues. The figures, as reported by the Committee itself, show that, whereas the average income in dues at Headquarters per week is \$4,500, the weekly payroll approximates \$3,000. As the Committee asks: "How could any organization exist with a ratio of 75 per cent of income for salaries?" Obviously the pie at Headquarters is getting too big for the oven, isn't it, Joe?

The Committee finds inaccurate and incomplete vouchers covering many expenditures, particularly for carpentry work and repairs. So non-explanatory were these receipts that

## CREW'S STORY

(Continued from Page 1)

old, and I have not seen any clean linen come aboard as yet.

When the delegate asked the skipper to do something about these conditions, there was an argument, in which the skipper told him that the Waterman Company runs the Gulf, and that the entire deck gang was fired.

One day out of Cardiff, and he had already politely informed us there would be no draw in the first port unless we were there over twelve hours. Two watches were used to tie up, all during the trip, even in the Manchester Canal. At sea, one sailor's bunk broke down, and he slept on the deck for two nights, because he was told to fix it himself, but after some arguing it was repaired. There are plenty of extra bunks, but he was not allowed to use any. A water cooler was put on board, but was not put up until the trip was ended, then it was broken while being put up. This is the kind of trip we made, and I hope that no one else is ever unlucky enough to have to duplicate it. Hoping to see this published in the next issue, we remain

Fraternally,  
(Signed) Clifton Sharp, SUP Permit No. 341; R. Campbell No. 4, Deck Delegate; Carl Pedersen No. 4; N. Halliday No. 4497; J. Wallis No. 4; R. Graham No. 3738; Jack Adams No. 3458; Derwood Mason No. 4944; Arthur Samson No. 3510; R. Victor, SUP No. 616.

the Committee was forced to admit that they were unable to determine just what sort of work was done, although approximately \$1,000 had been spent in the past few months for carpentry work and repairs in the Union Hall. With this in mind the Committee recommended that "all vouchers should clearly explain for what purposes the money is expended, so that future auditing committees will be able to check more accurately."

## Chisel On Expenses

Despite the fact that many officials of the Union receive five dollars per week over their salary for expenses, the Committee points out that "some are not only collecting this five dollars, but are also collecting for additional items." And why not? "Get it while its there" seems to be the method of operation of Curran & Stooges, Inc. Hearn takes a cab to the District Committee meeting at the Cornish Arms Hotel, which is a few blocks away on 23rd Street, and charges it to the Union. Sandwiches are ordered for the meeting and billed to the Union. What puzzles us is why a few other vitally necessary items such as shoe-shines and tips for bellhops weren't billed to the Union, too. The NMU membership seems to be paying for every conceivable expense in sight; why not Curran's laundry as well? We humbly suggest that "No-Coffee-Time" charge this latter item to the Union, and as justification submit the argument that since Curran's laundry is a vital necessity to Curran, and he in turn is vitally necessary to the NMU, then obviously Curran's laundry is vitally necessary to the NMU. Charge it!

Another highlight touched on by the Auditing Committee was the complete lack of interest and attention to duty displayed by many of the Patrolmen. The Committee asserts that they noticed many Delegates loitering around the offices for most of the day, while others put in three to four hours work and then knocked off, completely exhausted, no doubt. Meanwhile, writes the Committee, "letters are pouring in to the Pilot, telling of the fact that ships have not been covered in months." That pie is getting a little over-done. Don't you think, Joe?

## Needless Travel

In their analysis of "Travel Expenses," the NMU Monthly Auditing Committee brought to light some data which should prove most interesting to the NMU membership. Since their report on this particular item is rather lengthy, we shall consider only the highlights. Apart from the amount of money expended for travel, which bordered on the \$2,000 dollar mark, the Committee indignantly stresses the needless expenditure of most of this money. They assert that official after official duplicated each other's trips, and that "agents, delegates, and national officers, district officers and ships' committees tour the coast at the Union's expense and settle beefs which should and could have been settled by local officers or by letter, if they were functioning properly." The Committee shows how Hearn, for example, traveled to Savannah and back to New York, with stops at way ports, to establish a bookkeeping system which was already established. Could it be that Georgie is getting tired of Charlie McCarthy on Joe Curran's knee, and wanted to get out on his own for a spell?

We think the Committee's own interpretation covers this matter of travel expenses with brutal finality. They report: "... we want to point out that throughout there is much duplication of trips and an utter lack of regard as to cost. This Committee feels that to a great extent these trips are unwarranted and unnecessary and are caused by the negligence and inefficiency of the elected agents in certain ports, and by the failure of officials to carry out their duties. The committee wishes to point out that were all

of our officials along the coast capable and cooperative, conditions would not arise which would necessitate this waste of Union funds." We feel that anything we say after that indictment would be so much superfluity.

## Farrell Covered Up

The Committee next takes us to the case of James Farrell, NMU representative in San Francisco. Farrell had submitted no financial report for a period of approximately three months. Despite a telegram sent to him by "No-Coffee-Time" (on Nov. 22, 1938) demanding an immediate reply, Farrell chose to ignore it entirely. (Joe certainly has the boys well in hand, hasn't he?) Finally, on December 20, Hearn roused himself from his executive lethargy, and stopped Farrell's pay until an accounting was forthcoming. Farrell was eventually removed from his post, but as the Auditing Committee remarks: "Your (auditing) committee feels that in neglecting to bring this important matter to the attention of the membership and in allowing it to drag along for a period of two months after Curran had taken the initiative in trying to clear up the situation, it looks to the Committee as though the District Treasurer (Hearn) had been covering up Farrell." Perhaps, as the Committee suggests, Hearn was actually shielding Farrell, but how about Joe Curran's part in this affair? Why didn't he follow up his telegram of Nov. 22nd with a little of the executive heat he is supposed to possess? Are we to infer that the President of the NMU has so little control over his subordinates that a mandatory telegram, such as the one sent to Farrell, can be totally ignored without immediate reprisals either from Curran or any other member of the District Committee? It certainly begins to look as if Joe wouldn't be wasting his time taking a course or two in executive technique. Meanwhile, as Curran's unusual lack of ability becomes more obvious, the NMU membership is the loser, and the entire organization suffers.

## Fenagling Strike Funds

The final point we intend to treat in the Auditing Committee's report itself is their analysis of the Atlantic District Strike Fund. In this particular phase of their investigation, the Committee makes a startling revelation. They found that the balance of the Atlantic District Strike Fund (the actual figure was misprinted in the Pilot) was a false balance because of the fact that \$886.25 credited to the Strike Fund had never been deposited to this account. Such odorous book-keeping tactics are not only flagrant violations of the NMU Constitution, but also are convincing evidences of the failure of George Hearn, Atlantic District Committee Treasurer, to abide by the Constitution itself in regards to this most important financial transaction. The Committee not only accuses Hearn of a constitutional violation, but also charges Brother Philips, Secretary of the Atlantic District Committee, with failure to carry out the duties entrusted to him by the membership in this particular matter. The Committee states at this point: "The most important feature of this situation is that the membership assumes that this money has been deposited and that no district officer ever told the membership that such was not the case. . . ."

## NOTICE!

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

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

## Negligence and Inefficiency

We are wondering, along with the Auditing Committee, just why this \$886.25 wasn't deposited after being credited to the Atlantic District Strike Fund. We can think of several obvious reasons for this slight omission, but why bring an added tinge of red to the already parboiled faces of "Curran & Stooges, Inc."?

Nor can we fully comprehend why a devastatingly revealing report such as this Auditing Committee submitted didn't blow the present NMU executive setup right out of the maritime picture. The inferences to be drawn from the report are obvious. Either the Majority of the NMU officials are absolutely incapable of handling their respective positions as is proven by the ample evidences of criminal negligence and inefficiency, or else the dishonesty hinted at in the Auditing Committee's report becomes more than a mere alternative. Whether the main body of officials be guilty of negligence, inefficiency, sheer lack of interest, or actual dishonesty really matters little. Any of these enumerated shortcomings is sufficient justification for a thorough house-cleaning. And who can doubt the existence of at least a disgusting neglect of duty and inefficient handling of Union affairs by the NMU officials after even a hasty perusal of the Auditing Committee's report?

Reaching the final stages of their report, the Auditing Committee despairingly affixed their signatures to this far-reaching indictment: "In conclusion, it is the opinion of your committee that there has been absolutely no concerted effort for economy in this Union. It has been seen from the various items listed that money is being spent like water. Instead of saving money, it has been wasted, absolutely without regard for consequences. There seems to be a wilful neglect of duty and intention on the part of certain officials to drive the Union into bankruptcy and ultimately wreck it." Need we say more?

## SIU System Explained

We hate to see a bonafide seaman's pocket being picked. For that very reason it might not be amiss at this point to explain briefly just how the Seafarers' International Union guarantees its membership at least a thorough accounting of all finances. Firstly, there must be a complete membership audit of every week's entire income and disbursements not only at Headquarters, but at every branch as well. These weekly audits, by the membership themselves, take place at the regular weekly business meetings. Even further, the membership must ratify any unusual or over-large expenditures before such an expense is contracted. At the close of every week, Headquarters submits a complete and detailed statement of the entire week's financial activities, covering all ports, to each individual branch. This statement is displayed in the branch halls for purposes of inspection by the membership, and upon the arrival of the following weeks statement, is kept on permanent file in the branch itself.

In addition to the above precautions, at the close of every quarter period, a Quarterly Finance Committee is elected by the membership. This particular Committee consists of five members whose duty it is to audit completely and thoroughly the entire three month's financial transactions, examine dues account cards, report on members in bad standing, and in general finecomb every phase of their particular District's finances. At the conclusion of this exhaustive inspection, the Quarterly Finance Committee submits recommendations to the membership for whatever improvements or changes they may deem necessary or advisable for the future progress of the Seafarers' Union.

## Checking Finances Important

To the average seaman these elaborate checks and cross-checks on every incoming and outgoing penny

## AGREEMENT

(Continued from Page 1)

below is called out to work, they will be paid overtime for the work performed.

When overtime is being worked at night, hot lunches and coffee are to be provided.

Taken all in all, the new agreement is a vast improvement over the old one, and can most certainly be considered as evidence of progress. And incidentally, the agreement particularly specifies that coffee time shall be allowed. Joe Curran Take Notice!

## TAMPA MEETING

(Continued from Page 3)

quickly, and jeopardize the jobs of all concerned.

Inland men ship on non-union ships for six months, and then come into the Union. They brown-nose the officers around for the little eighty bucks a month. We don't want those kind of men in our Unions. If the young men keep flooding in, the old-timers will soon be out. If the Maritime Commission has the power to establish Training Schools and Ships, and to issue certificates, then they can either issue or revoke the merchant seamen's certificates at will."

## Must Work Together

Following this discussion it was regularly moved, seconded and carried that the Agents of the seamen's Unions stand instructed to investigate these conditions in this port. It was also moved, seconded and carried that the Agents of both Unions stand instructed to work together.

After a little further discussion by various members of both Unions, the following motions were introduced:

"Moved, seconded and carried that the respective memberships go back to their meetings, and instruct their papers to cut out the bullying and mudslinging, and get down to business. The papers are supposed to be run for the seamen, and not for a bunch of pie-card artists."

"Moved, seconded and carried that the memberships take up on their respective floors the idea of having a joint shipping hall in Tampa."

"Moved and seconded that every man write Senator Pepper, and ask him to aid in the repeal of the Copeland Act."

"Amendment: That each man write his respective Congressman, and ask him to aid in the repeal of the Copeland Act." The amendment was put to a vote and was carried.

"Moved, seconded and carried that this meeting condemn the Port of New York for pulling the picket line from around the Fink Halls, etc."

Your correspondent is of the opinion that it certainly would have been in line if this meeting had gone on record condemning the NMU officials in New York for refusing to endorse a picket line around the Fink Hall, and had less to say in condemnation of the membership in New York for discontinuing their picket lines.

The meeting adjourned on this note, after having been in session approximately two and a half hours.

as used by the membership of the Seafarers may seem a trifle over-cautious, but under this system we feel sure that no Seafarers' Auditing Committee shall ever find justification for submitting a report even remotely similar to the one turned in by the NMU Monthly Auditing Committee on January 27. In the words of the NMU Committee itself: "Finances are the lifeblood of any Union," and any system of close check which would prevent blood-suckers of the Curran and company ilk from draining this vital stream justifies itself. Wake up, NMU'ers! Prove that Lincoln wasn't entirely on the wrong course when he said: "You can fool some of the people some of the time. . . ."