

SIU WINS WAGE AND OVERTIME RAISE DESPITE NMU SELLOUT

Labor to Be Victim Of New Attack Under Cover of Hysteria!

"Associated Farmers" of California Plan Drive
On Labor — Will Be Camouflaged as
War on "Subversive Activities"

Leadership of the "Associated Farmers," anti-labor front for California industrialists, has been overhauled by elements pledged to fight unions with "iron fist" policies.

"Moderates" in the organization—that is, those who favored "soft-pedaling" the drive against labor — have been boosted out and "direct actionists" have been put in their places.

This housecleaning and its purposes are described in the recent issue of "Business Week," a magazine for employers. Its Los Angeles correspondent tells the whole story of the dramatic "coup."

Among those ousted, says the magazine, was Secretary Harold E. Pomeroy, who had been trying to convert the "Associated Farmers" to the idea that better relations with the unions would be a good thing.

New Leaders Tough

The new regime includes Colonel Walter E. Garrison, who had been one of the early presidents of the organization and a foremost advocate of ruthless tactics against unions; the present head, John Watson, who clashed with Pomeroy and Phil Bancroft, wealthy landowner and banker who ran for U. S. Senator on the

G.O.P. ticket with "Associated Farmers" backing.

They are going to wage their new war against unions under cover of the hysteria about "fifth columns" and "subversive activities," the account in "Business Week" reveals.

"Principal feature is to be an anti-Red campaign which, ac-

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War Risk Insurance Bill Amended!

OBJECTIONS BY SIU -- SUP ELIMNATE SUB-STANDARD LIABILITY -- BILL BILL AS AMENDED

After being pigeon-holed for about a year, the War Risk Insurance Bill was brought before the House Committee on Merchant Marine and Fisheries for final action before presentation to Congress. As originally drawn, the Bill established extremely low liability for death and permanent injury to seamen. The Bill set a low figure of \$2,000 in the event of death, and total disability, such as the loss of an arm or leg, was based on the low death rate. Further, the Bill tended to nullify the right of seamen to sue for personal damages in ease of injury:

Oppose Bill!

The SIU and SUP opposed the bill in its original form, and when it was announced that action was to be taken by the Committee on the bill, Harry Lundeborg designated Morris Weisberger, SUP Agent at the Port of New York, to appear on behalf of

the SIU-SUP. In stating our objections to the bill, Brother Weisberger submitted a memorandum setting forth the following contentions:

1. The draft of the bill provides: Ridiculously low limits on the lives of seamen.
2. The schedules for disability are completely unsatisfactory.
3. There is no protection in the

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NEWS FROM

Headquarters

Ballots Notice
Everyone Vote!

NEW YORK

Balloting on the main proposals recommended by the Atlanta Agents Conference will begin on or about July 1st at all branches and headquarters and will continue for four consecutive regular membership meetings. Ballots are prepared for a membership referendum on the following questions:

1. Amalgamation of the Atlantic and Gulf Districts into one unified set-up; and
2. Uniform shipping rules for the Atlantic-Gulf District.

Ballots Ready!

Ballots on the Amalgamation question will be in the form of the resolution on amalgamation as adopted by the Agents conference. The resolution provides for a centralized headquarters at Washington, D.C. which would also function as the legislative office of the SIU. Many dual functions and much of the friction that now exists between the Atlantic and Gulf districts would be eliminated by amalgamating the two districts.

Amalgamation of the Atlantic and Gulf into one unified organization will create a firmer basis for further expansion as well as to strengthen our position on ships now under contract. The resolution was adopted by membership meetings at headquarters and in the branches, and now final action by referendum vote before putting it into practice.

Ballots Ready!

Another ballot will be on the proposed revised shipping rules as recommended by the Agents conference. The object is to get a set of more or less uniform shipping rules for the Atlantic and Gulf. There will be around 35 rules covering general shipping conditions and a few relating to special cases. Each rule will be voted on individually and a majority will decide which rules are to be adopted and which rejected.

Everyone Vote!

IT IS IMPORTANT THAT EVERY MEMBER VOTES ON THESE BALLOTS! EXERCISE YOUR RIGHT TO DECIDE THESE IMPORTANT QUESTIONS BY THE DEMOCRATIC METHOD PROVIDED BY THE CONSTITUTION OF THE ORGANIZATION!

G. B. CARNEY—formerly watertender on the S.S. MARY of the Bull Line—get in touch with Scotty Thompson, Assistant Secretary, as soon as you can.

Coastwise Lines Grant Increase As S.I.U. Applies Pressure

Curran's Scavengers Undermine Wage Standards and Working Conditions

An agreement was signed last week with the Seatrain Line, Inc., providing for a wage increase of ten dollars per month plus an increase in the overtime rate of ten cents per hour for all departments. Previously, the SIU had signed supplementary agreements for similar increases with the following coastwise operators: Range Lines, Canadian and Gulf Lines, Fall River Navigation Co., Waterman (for their coastwise ships). Through consistent pressure, the coastwise operators are gradually falling into line with the increased wage and overtime rates established on the off-shore and intercoastal ships under control of the Seafarers International.

Curran Wilts

What has made our fight for the higher wage and overtime rates on the Coastwise Lines extremely difficult is the stand taken by the officialdom of the NMU that it was impossible to get the increase from the coastwise operators. Curran speaking at an NMU membership meeting in New York on May 9th, in reference to the coastwise lines, stated: "... we can't get the \$10 increases... the companies are going to turn us down flat." These "great leaders" have evolved a brilliant strategy to cover their bankruptcy! The technique is to strut around posing as "leaders" while ACTING like scavengers This is how it works:

Fast Decisions!

H. McKenzie, reporting for the NMU negotiating committee, stated to the membership (Minutes NMU membership meeting, May 9): "Well, we heard the SUP had negotiated a \$10 wage increase on the demands of the NMU for an increased war bonus, we raised the question for an increase in wages for all the off-shore ships. The negotiations took only one day, which were rather fast negotiations. Of course, we made fast decisions."

Membership Loses

McKenzie here confesses that the NMU were taken completely by surprise at the news that the SUP had won an increase and tacitly admits that prior to receiving the news, they had no intention of raising the question of an increase. In fact, they were tied up with a two year agreement which they had previously acclaimed as the NMU version of

(Continued on page 4)

Proposal Rejected!

Our committee made it plain that we were not going to accept sub-standard conditions just because the NMU is selling its membership down the river. After much arguing the company submitted a proposal for a \$2.50 per month increase for ships running strictly coastwise and \$5.00 per month for ships running to Porto Rico—without the overtime increase. This was rejected by the SIU committee.

(While the SIU negotiating committee was meeting with the Bull Line officials they were informed that word had been received that the NMU had signed with the Porto Rico Line.)

(Continued on page 4)

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**Seafarers' International Union
of North America**

Affiliated with the American Federation of Labor

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ADDRESS ALL CORRESPONDENCE CONCERNING THIS
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"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.
Editor: Tom Kerry—Former Editor of "West Coast Firemen"

Editorial

Power vs. Propaganda

In one of the more recent of the numerous propaganda sheets addressed to the members of the SIU by the so-called "reorganization committee" of the NMU a question is raised which warrants consideration by ALL seamen. It is the question of "POWER." This NMU sheet makes the following statement:

"... the SIU does not have the power to get for you the wages and conditions you demand.

"**THE NMU HAS THIS POWER.** Witness the \$10 increase on passenger and freighter ships, over and above the regular scale. Witness the \$5 raise on the tankers—**AND ALL SECURED WITHOUT LONG-AND BITTER STRIKES.** Why? Because the shipowners know that the NMU represents 80 per cent of the American seamen, and is backed by the West Coast Unions."

Some Pertinent Questions

Now all of this is very interesting! If the NMU has such terrifying power, sufficient, so they say, to frighten the shipowners into granting their demands "without long and bitter strikes," then may we venture to ask: **WHY DID THE NMU FINK ON THE REST OF THE SEAMEN BY SIGNING WITHOUT GETTING THE TEN CENTS PER HOUR INCREASE IN OVERTIME?** And if "the SIU does not have the power," we leave it to Mr. Lawrenson to explain to his membership why the SIU did get the ten dollars per month PLUS the ten cents per hour overtime raise!

We Wonder --- Why?

Certainly, if the shipowners, quivering in their boots at the knowledge "that the NMU represents 80 per cent of the American seamen," dare not refuse to concede the NMU's slightest wish: **WHY!** In the name of all that's holy, doesn't Dracula Curran put the evil eye on the coastwise operators and get **SOME** kind of an increase for his membership? **WHY?** Is it because this tremendous **POWER** "that the NMU has" is so terrifying that once it's put to use the seamen would get too much? Or is this breath-taking power being held in reserve to accomplish what Mr. Lawrenson says is the "MAIN JOB" of the NMU... "to crush and sweep out the SIU."

But if "the NMU represents 80 per cent of the American seamen," and the West Coast Unions represent the balance, then the SIU, like prohibition beer, must represent about one half of one per cent. How flattering to us, then, is this storing up of the tremendous reservoir of NMU power for our especial benefit!

(Continued on last column)

OUT OF THE MAILBAG

Plow City Crew Wins Increase

S.S. Plow City

Dear Sir and Brothers:

On Thursday, June 13th, in Galveston, a joint meeting of all men on this ship, together with the crew of the Frances Salmon of N. O., was called to order at 12:30 P.M. After the chairman and secretary were elected, the question was put to a vote as to whether we should sail before getting the \$10 per month increase in wages and the ten cents increase in overtime. Both crews voted unanimously in favor of the wage and overtime increase.

Not Striking

The captain was informed by the Deck delegate that the men were not striking and were not sitting the ship down, but inasmuch as they were losing money by remaining aboard when they could ship out on other SIU ships at \$10 more per month plus 80 cents per hour overtime, they were quitting the ship.

Demands Notice

The captain informed the delegate that he would demand his 24 hours notice. He also asked the deck delegate if the deck department were turning to for the remainder of the day and the following morning. When told that the sailors were going to work until the following noon, he said he would get in touch with his owners. A telegram was then sent to Agent Collins in Philadelphia, informing him of the action and of the crews' demand for the increase.

Win Demands—

Naturally, we did not know what the reaction of Agent Collins or the owners was in Philadelphia, but we do know that at 4:00 P.M. the same afternoon, the deck delegate received a telegram from Collins advising us that "the Range Line agrees to increase in wages and overtime, effective June 15, for all three ships (Plow City, Suwied and Marsadok)." This telegram was shown to the captain who received a similar wire from his owners at approximately the same time.

On Both Ships!

The telegram notifying us of the increase in wages and overtime was carried over to the SS Frances Salmon and was shown to all delegates and to the captain who stated that he, too, would comply with the increased scale, subject to advice from his owners. This ship (Frances Salmon) had no agreement with the SIU at the time, but a telegram was received from our N.O. office that favorable negotiations were under way and to sail the ship.

"Unorganized" Victory.

This brought the game to a close with the following summary. One demand; two increases; no errors. Time of game: 3 hours. SIU pitching—Shipowners catching.

The crew of this ship wish to express their appreciation of the fine work done by Agents Armstrong, Parker and Collins.

We believe that we are the first of the smaller coastwise lines ships to make the grade but not the last, we hope. And just think, the above increases were gotten by one of the so-called "unorganized ships" of the SIU! (Now you tell one!)

Well, here's where we came in. Steady as she goes!

R. R. Hyer, No. 210-G,
Deck Delegate.

War Risk Insurance Bill Amended!

(Continued from page 1)

bill for the rights given seamen under section 33, Shipping Act of 1920.

(Under this section the seamen are given the right to sue for injury.)

4. Provisions which are already a matter of agreement under collective bargaining contracts receive no protection whatever.

(This means that we have already negotiated war risk insurance liability directly with the shipowners amounting to much more than that provided in the bill.)

Objections Filed

In reply to the objections filed by Brother Weisberger, the following letter was received from S. O. Bland, chairman of the Committee on Merchant Marine and Fisheries:

"Dear Mr. Weisberger:

"I have your memorandum of the 19th instant citing certain objections to the marine war risk insurance bill (H.R. 6572). These objections are identical with those brought to the attention of the committee in the telegram of Mr. Harry Lundeborg.

"All of these objections are taken care of in a proposed amendment to the bill in the nature of a substitute which has been agreed upon by the committee. This substitute amendment was further amended in the Floor today by Mr. Bradley of Michigan and was passed by the House. I enclose a copy of the substitute amendment as amended by Mr. Bradley and passed."

Yours very sincerely,

(signed): S. O. Bland,
Chairman

Bill Amended

The bill as amended carries a clause which states: "Nothing this subtitle (bill) shall be deemed to affect the rights of seamen under any provision of existing law." With the amendments to the bill eliminating the objectionable clauses and safeguarding the rights already established by law for the protection of seamen, the bill was adopted by the House of Representatives and will probably become law.

All Members

Attend Your Union
Meeting

WHEN SHIP IS IN
PORT!

Important Matters
Coming Up
EVERY WEEK!

Power vs. Propaganda

(Continued from first column)

Curran Gets "Backing!"

Another reason why the shipowners so greatly fear the "power" of Curran and Co., according to the statement, is because the "NMU is backed by the West Coast Unions." (!) Now that is a gem! One only need recall this "backing" when Curran stuck his snout into the Shepard Line and tried to take these ships away from the SUP and MFOW. Curran and Co. really got a taste of power then that cured them from trying it again. Curran was licked in the Shepard Line beef because the power was on the side of the SUP and its allies, the AFL Longshoremen and AFL Teamsters.

Where Real Power Lies!

Power is compounded of the strength of the particular organization PLUS the economic strength of its allies. Judged by this standard, it is no wonder that the NMU has been reduced to little more than an impotent propaganda agency. The longshoremen on the East Coast and Gulf are ALL in the AFL... so are all of the Teamsters. Union splitting raids by the NMU have compelled the longshoremen and teamsters to come out AGAINST the NMU. The SIU, despite its smaller membership, has demonstrated its superior economic power by establishing higher wage and overtime levels as well as better working conditions for its membership. In the final analysis, the only real judgment of a union's power is the standard of wages and working conditions it established for its membership. Judged by that standard, the REAL power is weighted on the side of the SIU and its allies.

A Lesson Well Learned!

What Curran-Lawrenson and Co. do is to confuse the question of economic power with the "power of propaganda." The NMU has lived for these past few years on the power of its propaganda—and miserable lying propaganda it is at that. How much longer their membership will remain passive, being fed propaganda instead of pork chops is a matter of conjecture. One thing is certain, most of the men in the SIU have learned that a pound of pork chops is more satisfying than tons of NMU propaganda and no POWER on earth can teach them different.

What's Doing —

Around The Ports

TEXAS CITY

Texas City, Texas
June 16, 1940

Editor, Seafarers Log:

I believe that all hands will agree that the ten dollar monthly wage increase, plus the ten-cent per hour increase in overtime on the off-shore ships, was a direct aftermath of the action taken on the coast by the members and officials of the Sailors Union of the Pacific, the parent organization of the Seafarers International Union of North America. Also, all members of the NMU, who are at all honest, will grant that they, too, received the ten bucks a month on the deep-water ships because the SUP set the standard.

Of course, Curran and Co., the "and Co." including the ruling commissar clique, do not admit this. But the honest NMU rank and file member will also be the first to admit that were it not for the sellout of Curran and Co., they would have gotten the ten cents per hour increase in overtime. Now the question that arises for discussion is why the hell did Curran ("the great leader") contend that it would hurt the poor but honest shipowners to have to pay the raise on the coastwise ships?

That upstart organization, the S.I.U., composed of the members of the Gulf and Atlantic coast, who had too much foresight to fall for the line of the commy leadership of the NMU, have gone and messed up the bed of roses again! Yes sir! They have once again turned the lay of things so that the thorns on the roses are up where they're sticking right into the seat of Curran's pants. First Waterman, out of Mobile (which, by the by, is still in the throes of a "reorganization" drive by the NMU . . . guess they want the crews to give the raise back to the company!), granted the raise to the crews on their coastwise ships. Now the Range Lines have come through with the raise . . . the Canadian Gulf Lines, have also agreed to the raise in base pay and overtime to conform with the off-shore rate.

Great oaks from little acorns grow! First Waterman, six to eight ships; then the Wm. C. Atwater for that Fall River Navigation Co., two or three ships; Range Line, three ships; C & G with two ships; all paying the increase of ten dollars per month and ten cents per hour in overtime. Twelve to fifteen ships on strictly coastal runs, under contract to the SIU, have been compelled to come through with the raise, in spite of the flaky policy of the NMU who stated that there would be no increases in any coastwise ships.

If and when the NMU takes action similar to the MFOWW who want to purge the commies instead of letting the commies do the purging, then there would be hope for the American seamen. Speaking of the American sea-

men. . . . During the last few years, they have carried forward the name handed down from the Clipper ships, as the best crews in the world. During the present situation in the world, they have gone on about their work as always. The rescues of the past few years show a big percentage of American ships doing the rescuing. In short, the crews of these ships are maintaining and building trade routes for the benefit of the nation under conditions that in some cases are at a level with those of the eighteenth century — obsolete ships, laws, etc. Add to all this, the present war hysteria about fifth columns and you will see that by clearing our ranks of the parasites, we will go a long way toward re-establishing our rightful place in society.

We can't do this by sacrificing any hard won gains, nor by allowing the shipowners to re-establish the flnk-hall, but by every forward step we make to advance the interests of the men that sail the ships.

The Houston hall has been closed as we don't want to carry on in the old style of "spend it all boys; the more on the pie, the more to vote right." Brother Parker, who was in Houston, did a first class job there and will be missed by a lot of the members who carried good, bad and indifferent beefs to him and had them all taken care of. He will be on a bigger and tougher job in a very short time, so when he starts his new job it will be up to all hands to turn to and help out.

This leaves the Texas City hall the only one west of New Orleans, so let's be seeing you boys. If a real emergency comes up in Houston, call Texas City 722, but if the beef is that someone don't comb his hair right, take it to the next port.

Steady as she goes.
A. W. Armstrong.

Texas City, Texas
June 22, 1940

Editor, Seafarers Log:

This has been one of those weeks that you read about, but seldom see! The only ship that has been in was a Luckenbach scow into Houston. She must have been O.K. as there was no call from her. The policy in this district now is if there is a beef on some rust bucket in Houston, then we will cover it from here. But . . . there is no need to drive to Houston to make a ship that that has just left another port where the patrolmen were aboard. **MEMBERS PLEASE TAKE NOTICE OF THIS!**

We have a few men on the beach here at this time, and I believe that we can keep the turnover fairly fast. If the past few weeks are any indication, then we shall be able to rock along very nicely. The scarce thing around here is that breed that is commonly known as AB's. Yesterday, a young lad came into the hall claiming that he had enough time in to get his AB ticket. I told him to get his papers and come back. After he left, one of our members passed him on the street and saw — of all things — a Capeland book! Yep, my face is still red!

Strange things that happen at night. After we had received the ten bucks a month and ten cents an hour overtime increase on the coastal Range Lines, Seatrain, etc., the Pile-it came out with a heading: "Coastwise Wage Parleys Tentatively Set for June 18." I wonder when the members of the NMU will open their eyes and see just what organization is REALLY getting the wages and conditions. The SIU publishes the GAINS being made and not the pious wishes and hopes of the tub-thumpers.

There has been some talk around about the old tanker Olympic, which is laid up in Houston on the mud bank, coming out. I called the Master of the ship the other day, and he told me this scow was sold to a subsidiary of the Pan-American, so that takes care of that crate as far as we are concerned.

The Seatrain New Orleans is running a few days late and won't be in until Tuesday instead of the regular Sunday arrival. The Bull Line's Margaret is due the next week, not to mention the Houston Navy, the Francis Salmon!

I note the Honor Roll in the LOG is rather weak. How come, boys? This is the only medium of expression we have. Get behind it! Also, it seems that the members as yet have not started writing to their paper. All you budding authors should swamp the Editor with material.

Steady as she goes! . . . and let's continue printing gains made and save the wishful hoping for the Pile-it!

A. W. Armstrong.

NORFOLK

Norfolk, Va.
June 22, 1940

Shipping has been very good in all departments lately . . . we are into the office after being DIS- PLOW CITY was in port for a short stay. The patrolman went aboard and found everything in order. The ship's delegates were functioning very efficiently with a 100 per cent militant crew aboard.

The S.S. SUNDANCE came into port from Chile with quite few beefs. The patrolman went into conference with the Marine Superintendent and settled all beefs to the satisfaction of the crew. Two colored messmen had their seamen's papers taken away from them by the commissioner, but they were returned after an investigation.

The ship is bound for Lisbon, Portugal, and the crew asked for a bonus. We got a rider for \$50 a month bonus, \$5,000 life insurance, \$150 for loss of clothing, and in case of internment, pay goes on until crew gets back to the States.

Steady as she goes!
L. Paradeau.

IMPORTANT!

Members must be in good standing in order to be eligible for any benefits from the organization. See that you keep paid up! Don't wait until the last minute!

MOBILE

June 18, 1940

Editor, Seafarers Log:

The past issue of the 'LOG' was received in this port with a great deal of satisfaction and hopes for the continuance of its publication. We have instructed the ships' delegates on how to gather donations for the LOG in their respective departments, and I think the membership will respond pretty good.

Waterman S.S. Co. has just purchased five ships through the Maritime Commission and has agreed to replace them with newly built ships in two years. It is rumored that they will bring the ships here to undergo necessary repairs, and they will in all probability crew up here. It will be some time before they are ready to crew up though.

An incident occurred here a few days ago on the S.S. Kofresi. There was a messboy on the ship, and he was one of the NMU men who the NLRB had ordered Waterman to reinstate on the ship. He had an old NMU book and the morning the ship got in here, comrat Drury of the NMU brought this man a new book. This boy in turn gave the book to the Agent and applied for membership in the SIU.

A mass meeting of all organized labor under the auspices of the Mobile Central Trades Council working in conjunction with the Building Trades and Metal Trades Councils will be held on the east side of Bienville Square on the night of June 20. This meeting will be similar to the one held in Pensacola, Florida, a couple of weeks ago and a very large attendance is expected as this town is really getting union conscious. Various International representatives in the AFL will be heard on this occasion, as well as some of our local labor leaders.

Robert A. Matthews.

JACKSONVILLE

Jacksonville, Fla.
June 17, 1940

Well, it looks like some so-called members think that they can isolate themselves by coming to the Port of Jacksonville, where they think nobody will recognize them. A colored cook who has been registered on the list lost his papers several days ago, while he was under the influence of liquor. Another member, whose name I need not mention, found them. On handing his papers over, something slipped out, which to our surprise, happened to be a discharge from the Maritime Commission School at Hoffman Island, N. Y.

This man entered the school in November 1939 and was discharged on February 13, 1940. He claims he is going to New York to get this straightened out, but I doubt it. I picked up his book, which was issued at Baltimore, on January 27, 1939, by W. McKay. I also picked up his AFLSU book. This man's name is George Shyndle, Book No. 4046. As I can't hold a regular meeting, am going to hold a special meeting and have the membership decide on what action to take — and I know what that will be. I would like to have this published in the "Seafarers' Log" so that the membership as a whole can be informed about this.

Shipping is rather slow at present as there are only a few Bull Line ships coming in. There are 17 members registered on the three shipping lists, as they have

BALTIMORE

News - And Views

BALTIMORE, Md., June 21, 1940.—With no new ships to crew up, shipping slackened off somewhat during the past week. The dispatcher's report shows 53 shipped, 51 registered with a total registration of 172 in all three departments. Ocean Dominion Line should have another of the old-timers from the boneyard ready, for her crew about three weeks from now, but it is doubtful if the DELORLEANS, second of the Mississippi Line's new passenger ships, will be out before the middle of August. Maryland Drydock submitted lowest bids for reconditioning of the WAUKEGAN, WEST HONAKER, DEER LODGE, WEST CELERON, and WEST CORUM, meaning that these ships will be crewed up in this port when they are ready.

Will Require Time

However, that will be some time yet, since the ships are in poor condition and will require extensive repairs and alterations, particularly to the crew's quarters. These quarters were good enough for the NMU but not for the SIU, and they will be fixed up to SIU standards. Bethlehem Steel in New York will recondition the VINCENT. Reconditioning bids for the SILETZ, WEST CHESWOLD, MOUNT EVANS, and WEST SEGOVIA are still open. Five other MC ships recently bought by Waterman are laid up in the Gulf and will be crewed up in Mobile or New Orleans.

Ship Sales Continue!

Ship sales to foreign governments continue with the latest victims being: the WEST KEDRON, AMERICAN ORIOLE, WEST HARSHAW, WEST QUECHEE, WEST COBALT, WESTERN QUEEN, HIRONDELLY, CONDOR, ADMIRAL CHASE, ADMIRAL DAY, ADMIRAL LAWS, and ADMIRAL SENN to British interests and the REDWOOD and SAN RAFAEL to Panama.

Further Increases

Word from Secretary John Hawk that headquarters negotia- Hawk that the negotiating committee had cracked American Range ten' increase was good news down here. This weakening in the coastwise lines' opposition to paying the off-shore scale probably means that Bull, Savannah et al, will soon fall into line. NMU will have a tough time explaining this away to their membership, especially in Clyde-Mallory and Morgan, where the commissars after a feeble attempt to get the increase gave it up with the explanation that the poor coastwise lines were not making any money, and it was not right to ask them to increase crew's wages. Bull Line's MARY scheduled for a South American charter gets the upped scale and the usual bonus. The CAROLYN of the same line also gets the increase due to a stopover in Cuba for sugar.

Clarifications Needed

The arrival of Waterman's AZALEA CITY, DESOTO, and WEST MADAKET, in this port during the week with the usual heavy beef about overtime for carpenter work has caused the branch to request Agent Biggs in the Gulf to get clarifications from the company on that type of

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come in from various ports. That's all for this week! Steady as she goes! Fred Lauritano.

COPY OF:

Agreements Signed With Coastwise Lines for Wage Increases!

\$10 a Month PLUS 10c an Hour Overtime

Seatrain Agreement

The Seafarers International Union of North America and Seatrain Lines, Inc., have agreed to certain emergency increases in wages and overtime rates, which are stated here:

The basic wages set forth in said agreement of April 5, 1939, for ships in the coastwise and off-shore trades shall continue in full force and effect, but in addition thereto there shall be paid to all the classifications of employees employed on such vessels an emergency war time increase of \$10.00 per month.

The regular overtime rate of pay set forth in the agreement applicable on all vessels engaged in the coastwise and off-shore trades shall continue in full force and effect, but in addition thereto, there shall be an emergency war time increase in the regular overtime rate of pay on such vessels of ten cents per hour.

The foregoing emergency wage provisions shall become effective retroactive to May 1, 1940. It is understood, however, that the \$2.50 increase which is already in effect shall be part of the total \$10.00 emergency increase granted hereunder.

This emergency increase in wages and overtime, specified herein, shall be subject to review semi-annually at the request of either party.

IN WITNESS THEREOF, the parties hereto have executed this agreement this 19th day of June, 1940.

SEATRAN LINES, Inc.

SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Range Line Agreement

Between AMERICAN RANGE LINES, Inc., and SEAFARERS INTERNATIONAL UNION OF AMERICA, affiliated with the American Federation of Labor, dated March 31, 1940.

It is hereby understood and agreed that effective June 15, 1940, the wages of the unlicensed personnel shall be increased in each case Ten Dollars (\$10.00) per month; and furthermore, the overtime rate shall be increased Ten Cents (10c) per hour in each case.

These increases shall be effective until the expiration date of the contract, viz; September 30, 1940.

AMERICAN RANGE LINES, Inc.

SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Honor Roll

S.S. CATAHOULA	\$14.50	
S.S. MARGARET	3.69	
S.S. CARRABULLA	13.10	
Emil Harm	1.00	
Rhodes Gubish	1.00	
Eddie McKeetry	1.00	
S.S. MAJOR WHEELER	6.50	\$40.79
Total		\$40.79

LYONS HITS SCHEMES TO CURB LABOR LAWS

Thomas J. Lyons, president of the New York State Federation of Labor, attacked as "vicious enemies of labor" all who urge suspending any of the provisions of the Fair Labor Standards Act of 1938 and the Walsh-Healey Public Contracts Act for the alleged purpose of aiding the national defense program.

He denounced as "absolutely false" statements that the nation

lacked sufficient skilled labor to rush the defense program to completion.

"A survey by the New York State Federation of Labor," Lyons said in a prepared statement, "shows that there is no shortage of skilled, semi-skilled, or unskilled workers in the Empire State. Information which I have received from the federations of several other States in all sections of the country indicate a similar plenitude of workers, skilled as well as otherwise."

Members Act On Bull Line Proposals!

(Continued from page 1)

Rico Line for an increase of \$5 per month, WITH NO INCREASE IN OVERTIME! And these ships run off-shore! The cut-rate fink emporium seems to be doing a flourishing business! Another "victory" for Curran means — another defeat for the seamen!

Deadlock Continues!

As the deadlock continued the negotiators for the Bull Line stated that they would propose to their board of directors to grant a flat \$5 per month increase for all ships, plus 10 cents per hour increase in overtime, providing our negotiating committee recommended this proposal to the membership. It is now up to the membership to decide what to do about the report of the Bull Line negotiating committee. The crews of three or four of the Bull Line ships had quit because they wanted the increase. This caused some delay in the sailing of these ships. This is no fault of the union and it is difficult to force men to continue sailing these ships without the increase.

Marking Time!

Pending action on the proposal of the negotiating committee, the men are continuing to sail the ships without causing any delay.

News - And Views

(Continued from Page 3)

work, and the matter should be straightened out within a week or so. Eastern Steamship's SANDWICH is in port with no beefs to take up, and the crew satisfied with the ten dollar wage boast. Cracking down on aliens has started in this port with several companies warning that they will not sign on aliens who lack first papers, etc. It seems doubtful, however, if the Government will be able to do much in this respect as it would make for an acute shortage in seamen.

Donate to LOG!

Our thanks to the crew of the CARRABULLA and Brother R. Gubish for their generous donations towards the publishing of the "Log." CTU cracked their second tanker company in a month with the signing up under agreement of Cities Service Oil. Brother Lee Deutsch took over from Brother Zimmer this week as Black Gang patrolman. Ex-agent (the shadow) McKay's long suffering and shuddering jalopy finally gave up the ghost in a hole on the Sparrows Point road last week, depositing the patrolman in a pea field.

NMU Fizzles!

Twenty-nine customers in the hospital this week, but all the boys doing well. SUP shipping has been slow but is due for a sharp pickup. The great NMU drive has fizzled out completely, and the gloom discussions along South Broadway have begun again. Since June 1st, 112 NMU book members have appeared before the investigating committee here looking for membership. SIU progress in the tanker field is going ahead with two of the bigger companies almost ready for a NLRB vote.

Fraternally,
W. H. Eikins, Agent.

MORE ABOUT:

Labor to Be Victim Of New Attack Under Cover of Hysteria!

(Continued from Page 1)

cording to an 'Associated Farmers' director, will "bring hell popping in California before mid-summer," the magazine reports.

Labor Principal Target

The drive against "Reds" will mainly be camouflage and the real "hell" will be directed against unions, the magazine's correspondent admits. He points out that a principal target will be the A.F. of L. Teamsters' Union, which is trying to organize the entire Los Angeles area.

There will also be a campaign for adoption at a referendum of another anti-labor law, similar to one which was defeated two years ago. Governor Culbert L. Olson, "progressive" Democrat, will be under fire, too, for supposedly appointing "radicals" to state offices.

In this attack, the "Associated Farmers" will have the assistance of the newly-formed "Merchants and Manufacturers' Association of Southern California," which has been set up as a "coordinating agency" for all groups seeking to establish the open shop in and around Los Angeles.

Labor Ready for Attack

It is to replace such outfits as "Southern Californians" and "The Neutral Thousands," which were exposed and discredited in investigations by the La Follette Civil Liberties Committee and the National Labor Relations Board.

However, West Coast union chiefs are confident they will be able to resist the attack. In the past few years, they have been subject to one anti-labor offensive after another, but have emerged stronger than before.

MORE ABOUT:

Coastwise Lines Grant Increases as S.I.U Applies Pressure

(Continued from Page 1)

the Bridges "five year peace plan." Panic-stricken at the thought that their blitzkrieg against "phony" Lundberg and the "phony" SUP was going to explode in their face, they made "fast decisions!" They signed for an increase of ten dollars per month on the off-shore ships, WITHOUT THE TEN CENTS PER HOUR INCREASE IN OVERTIME! In other words, they made a DEAL with the shipowners which saved the shipowners many thousands of dollars at the expense of their membership!

Fast Negotiators!

"The negotiations took only one day," says McKenzie, "which were rather fast negotiations." So fast, in fact, that the word "negotiations" is a misnomer; it per hour in the overtime rate. ing face is more important to the commissar clique in the NMU than a raise in overtime for the rank and file membership. The SIU was under no such compulsion and proceeding at a trifle slower pace succeeded in NEGOTIATING an increase of both ten dollars per month plus ten cents per hour in the overtime rate. Negotiations which were bolstered up by ACTION on the part of the crews.

There's a Difference

The same thing is now occurring with the coastwise operators. The SIU is taking all the heat fighting for increases on ships in the coastwise trade while Curran and Co. sit back waiting to play the role of scavenger again. "We can't get the \$10 increases," whines Curran. "We CAN get them, and what's more, we ARE getting them," says the SIU! Meanwhile, our greatest obstacle has been the response of the shipowners, who say: "We can't give the SIU an increase because our competitors who have agreements with the NMU are not required to grant a similar increase!" However, we refuse to meekly accept sub-standard conditions just because the NMU does.

"Main Job"

The top fraction wrecking crew are good only for wrecking unions, not for winning conditions. "The main job of the (NMU) Reorganizing Committee

is to crush and sweep out the SIU," says Lawrenson. "If we are successful in establishing the NMU as the only union on the Atlantic and Gulf and Great Lakes, the securing of the \$10 wage increase in all companies, as well as the off-shore companies, is not going to be a difficult problem." If the "MAIN JOB" of the NMU is to "crush and sweep out the SIU," then we shouldn't be too harsh on the stooges for not concerning themselves with the secondary job of gaining wage increases and conditions for the seamen. All the seamen have to do is to patiently await the time when, "we (Lawrenson, Curran & Co.) are successful in establishing the NMU as the only union on the Atlantic, Gulf and Great Lakes." What's a few hundred years among friends?

Bad Memory!

OUR MAIN JOB is to build the SIU into a union capable of winning higher wages and better working conditions and job protection for our membership. The scavengers in the NMU can't prevent us from doing this, they can only make our job more difficult. The SIU will still be making progress and forging ahead successfully completing "Our Main Job" when such characters as Curran, Lawrenson, McKenzie, etc., are nothing but a bad memory.

NOTICE

Several members have come into the oce after being discharged from the hospital and complained that they failed to receive their hospital benefit, while they were confined; and failed to receive a visit from the hospital delegate.

As there is a large number of patients in the hospital, it is well nigh impossible to contact those of our members who fail to inform the office or hospital delegate of their presence in the hospital. Get in touch with the office or ask to see our delegate when you are confined in the hospital. Only in that way can we be made aware of the members who are in the hospital entitled to receive benefits.