

## CONFERENCE OPENS AT SAVANNAH

### LYKES SHIPS ON STRIKE IN GULF FOR CONDITIONS

**Also Demand SIU Recognition As  
Company Refuses Just Demands**

#### LIBERTY BELL SHIPS FINK CREW

New Orleans, La., Aug. 1—The SS Liberty Bell, which struck in Houston last week to keep the watertenders aboard, sailed Saturday. THE SHIP STRUCK AGAIN FOR WATERTENDERS AND FOR RECOGNITION OF THE SEAFARERS' INTERNATIONAL UNION. This was in Galveston. Seaboard K. K. Owens, Galveston NMU Agent, shipped a crew aboard her, that walked through a picket line, and worked behind a picket line! The ship sailed WITHOUT WATERTENDERS, AND WITHOUT CARGO. The Longshoremen supported the strike by refusing to work cargo on the ship.

**THIS BEEF MUST BE WON.** Ships of the same type, on the same run, operated by the WATERMAN LINE, carry WATERTENDERS! IF LYKES BROS. CAN GET BY WITH TAKING THE WATERTENDERS OFF, WATERTENDERS WILL SOON BE A THING OF THE PAST ON ALL LINES!

**CREWS HAVE HIT THE DOCK IN SUPPORT OF KEEPING WATERTENDERS ABOARD THESE SHIPS. SEE THAT THE WATERTENDERS ARE PUT BACK ABOARD!**

#### Threaten to Ship Finks

The SS JOLEE is tied up 100 percent in Corpus Christi, with a picket line out. THE LONGSHOREMEN ARE RESPECTING OUR PICKET LINES, and the company is threatening to sail the JOLEE light, with a FINK CREW! THIS MAY HAPPEN, BUT THE FIGHT WILL GO ON!

These two crews refused to ac-

cept the NMU watertender sell-out, and STRUCK UNDER THE BANNER OF THE SEAFARERS' INTERNATIONAL UNION, WHICH MAINTAINED ITS TRADITION OF FIGHTING THE SEAMEN'S BATTLES!

#### Stay Off Ships!

If fink crews are shipped aboard these ships, as they said, the Longshoremen on the Atlantic will not work the ships.

**ANYONE WHO SHIPS ABOARD THESE SHIPS IS A FINK!**

**RESPECT THE PICKET LINES—STAY OFF HOT SHIPS!**

**FORCE LYKES BROS. TO PUT THE WATERTENDERS BACK ON!**

**BRING YOUR SHIP OVER TO THE SIU, WHERE YOU CAN FIGHT FOR, AND WIN CONDITIONS WITHOUT BEING SOLD OUT BY A BUNCH OF POLITICAL LABOR FAKERS AND SELL-OUT ARTISTS! PAY NO**

(Continued on Page 3)

### CREWS STRIKE P & O SHIPS IN FLORIDA

**Vessels Tied Up In  
Three Florida Ports**

#### COMPANY CHISELS

Miami, Fla., Aug. 2—The boys on the P & O are on strike again, to maintain the gains they made last Spring. Even with a temporary agreement, the company tried to chisel on us, and it was only through direct action that we were able to hold them.

When it came time to sign a permanent agreement, the company stalled, and beat around the bush. Their figures on overtime are not consistent.

When we checked their figures, they had figured to pay overtime when men were working straight time, and in some instances they figured to pay twice for one hour. This, to our belief, proved they didn't want the true facts.

#### Take Strike Action

The men decided to strike, and all hands paid off as fast as the ships hit the dock. We have a Strike Fund, but would like to have that as a reserve, when all else fails.

We have a member, Hyman Pestskey, Gulf number 65, who is going up the coast on his own money, contacting all ships for donations, and, fellows, any donations will be greatly appreciated.

An injury to one is an injury to all. With good support from our brothers, we can hold out indefinitely.

John Gunnison, Agent

\* \* \*

The SS Florida is tied up at Miami, the Cuba at Tampa, and the car ferries Estrada Palmer, Joseph R. Parrott and Henry M. Flagler are tied up at Port Everglades.

The strike started in Miami on July 26, when the SS Florida was struck there. Immediately following this move, the crews of the Cuba, and the car ferries also struck, and tied things up 100 percent.

The main hitch in the negotiations seems to be overtime, the company wanting to pay only for overtime work performed on Saturday afternoons, Sundays and holidays. It is the contention of company officials that the Union is attempting to dictate to them how their ships should be run, but, needless to say, such is not the case. All the men on these ships want is a decent wage, good living and working conditions, and payment for all overtime work performed.

Soup kitchens have been opened, and picket lines established, and everything is being conducted peacefully. The company has been cautioned by Agent John Gunnison not to attempt to ship fink crews to any of the struck ships, as it is quite possible that con-

(Continued on Page 3)

### DELEGATES FROM ATLANTIC, GULF AND LAKES ATTEND

**Harry Lundeborg Also Present, and  
Many Ships' Delegates on Deck**

#### QUICK RESULTS PROMISED

The Constitutional Conference opened in Savannah last Wednesday, with representatives from the Atlantic, Gulf and Great Lakes Districts present, along with many delegates off of ships.

The elected delegates from the Atlantic District Branches were: From New York, Arthur Kecey, Waldo Cripe and George Brown; from Boston, John Mogan, S. E. Bayne, and V. J. Yakavonis from Philadelphia, J. F. Vandergrift; from Baltimore, Arthur Wingate, W. H. Elkins, and H. Ohlsen; and from Norfolk, Fred Sorenson. No delegate was sent

from the Providence Branch, due to the fact that there were not enough members present to form a quorum.

At the time of going to press, we do not yet have the names of the Gulf or Lakes District delegates, nor of all the delegates from the ships. However, we do know that among the ships' delegates are Wm. Mason from the SS Acadia, Don F. Davis from the SS George Washington, Stanley Greenridge from the Evangeline and Dudley Edwards from the SS New York.

#### Lundeborg Present

Also present at the conference are Acting President of the SIU, Harry Lundeborg, "Duke" DuShane, Chairman of the Atlantic District Emergency Board, and Roland Dean, Chairman of the Gulf District Emergency Board.

The delegates immediately settled down to the business at hand, with the optimistic prediction that it would not take them long to adopt a suitable Constitution and by-laws.

Although we do not know all of the provisions of the proposed Constitution, we do know that the New York delegation took with them a document which would serve fairly adequately as a workable Constitution as it stands.

#### To Be Included

Any Constitution, in order to be acceptable to the membership of the SIU, will have to adhere pretty closely to the style of the SUP Constitution, assuring absolute rank and file control of the affairs of the Union, and ample provision for democratic representation. Nor will we allow ourselves to become top-heavy with officials, as is the NMU.

Provision must also be made for a hospital, burial, and shipwreck assessment, and the monies derived from such assessments put aside in separate funds. The same thing holds true of a strike assessment.

#### Stewards Represented

We would like to point out that the steward's department is more than amply represented at the conference, as all of those from the ships mentioned are members of

(Continued on Page 3)

## Merchants and Miners Unfair In Dealings with Labor!

**Refuse to Issue Passes to Union  
And Ignore Existing Contract**

#### COMPANY LONG ANTI-UNION

Why does the Merchants and Miners' Transportation Company persist in refusing to recognize the Seafarers' International Union as the bargaining agent for the unlicensed personnel aboard their vessels? Why do they continue to insist that the SIU is not, at least technically, the successor to the AFL Seamen's Union?? Why all this beating around the bush? Is the M & M Company figuring on starting a Company Union?

When the SIU first came into existence last November, the M & M Company, who had a signed agreement with the AFL Seamen's Union, agreed that we were qualified to represent the unlicensed personnel aboard their vessels, and issued passes to our Agents and Patrolmen. They continued to recognize us until about the middle of May this year, and then the NLRB issued a statement to the effect that the SIU was not the successor to the AFLSU. The M & M immediately seized

(Continued on Page 3)



Published by the  
**Seafarers' International Union  
of North America**

*Affiliated with the American Federation of Labor*

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**Atlantic District  
HEADQUARTERS**

New York (Phone: BOWling Green 9-3437) ..... 2 Stone Street  
**BRANCHES**

Boston ..... 1 Rowes Wharf  
Providence ..... 465 So. Main Street  
Philadelphia ..... 6 North 6th Street  
Baltimore ..... 212 East Pratt Street  
Norfolk ..... 307 East Main Street  
San Juan, Puerto Rico ..... 8 Covadonga Street

**Gulf District  
HEADQUARTERS**

New Orleans ..... 309 Chartres Street  
**BRANCHES**

Savannah ..... 218 East Bay Street  
Jacksonville ..... 136 Bay Street  
Miami ..... 809 N. E. First Avenue  
Tampa ..... 206 Franklin Street  
Mobile ..... 55 So. Conception Street  
Houston ..... 1712 - 75th Street

**Great Lakes District  
HEADQUARTERS**

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ADDRESS ALL CORRESPONDENCE CONCERNING THIS  
PUBLICATION TO:

**"THE SEAFARERS' LOG"**

P. O. Box 522, Church St. Annex, New York, N. Y.

**BOSTON  
News Bits**

Boston, Mass., Aug. 1—Some one broke into the SIU of NA Branch office at Boston the other night, knocking the knob off the safe, and breaking the doors of the office, but failed to open the safe.

Agent Mogan and Patrolman Bayne went to Savannah, Monday, to take part in the Constitutional Conference.

"Commander" Alfred Nappi's Navy (Nantucket Line) is running full blast, and he reports a good sized income each week.

Brother Bob Roberts was elected Deck Patrolman for Boston, and we are all glad to see him back again. Good luck, Bob!

Admiral Byrd is fitting out his "Bear of Oakland" for his forthcoming trip to the Antarctic regions, but he won't have such an easy time getting sailors as he did before. You don't get paid, it is all for glory. Some bit for that before—but not the second time! It costs you about \$300 for gear, as he won't get Navy sailors off the Avenue.

The new ship, Challenge, was in the other day, and she is a sweet ship. Two men to a room, large messrooms and washrooms, plenty of fans and heat. She has four messrooms, and an ice-box in each one. Travels at the rate of fifteen knots per, and will run between Boston and London, England. She is a 9000 ton passenger and cargo ship. This is a non-Union ship, and is operated by the American-Hampton Roads Line.

William (Slim) Love, ex-quartermaster, is second mate on the SS Mayflower, and is very well satisfied with the ship, and is making the grade OK. Keep up the good work, "Slim", and good luck to you on your voyage.

Shipped about 40 men last week, and registered about 27.

"Tex" Heitzman

**Headquarters  
BRIEFS**

New York, N. Y., Aug. 1—Last night's Headquarters meeting was well and enthusiastically attended; — all hands being on deck to vote for delegates to the Constitutional Conference at Savannah.

Emergency Board Chairman Dushane reported that the new agreement with the Bull Line is now being voted on, and announced that the result will be made known just as soon as they are completed.

A motion in the San Juan minutes regarding a water cooler for the SS West Notus was non-concurred in, because of the fact that the ship is under the jurisdiction of the SUP, and the SIU has nothing officially to do with her. Most of the other Branch minutes  
(Continued on Page 4)

number of ships to supply jobs for the great majority of the members, — and a man doesn't have to lay around the beach for a period of several months before he can ship out! Furthermore, the SIU protects its members by setting a limit on the amount of men to be joined.

The commissars arbitrarily ousted the duly elected NMU Gulf District officials, without a by-your-leave from the membership. Then they turn around and install a gang of commies and stooges to carry out their own finny program! Why were these legitimate Gulf officials ousted? Simply because these men refused to be dominated by the Communist Party, and stuck up for the right of the membership to democratic control of the organization!

The day of reckoning is not too far distant, and the commissars will soon find themselves right back where they started from:—South Street!

**Baltimore Highlights**

**Organized Militancy Urged  
As Program of Membership**

**Irresponsibles and "Winos" Unwanted  
As Members of Seafarers**

**"MANUFACTURED" BEEFS PHONEY**

Baltimore, Md., July 25—Shipping turnover has slowed down considerably out of this port, and an influx of members from other ports has made the lists uncomfortably long. We are always glad to see brother members come into this port to register, and because of that, it is only fair to warn them that shipping is slow, especially in the lower ratings.

**"Winos" Not Wanted**

Talking along these lines, we note that along with the influx of bona fide members, the neighborhood of the Hall is being used as a congregating place for "winos", "gas-hounds, and others of that vast fraternity interested only in easy pickings. How these gentry ever got into the organization, we don't know, but we do know that if they keep it up, they won't be in it much longer. The SIU-SUP membership, with the easy tolerance of the average seaman, at first took the antics of the "gas-hounds" as something of a joke, but there's a limit to everything, and, according to the Baltimore membership, that limit has been reached.

Any labor organization is only as good as its membership. If the individual member has no sense of responsibility, then it is too much to expect the Union as a whole to have any, and a union without responsibility, and a willingness to live up to its obligations, is like a ship without a rudder, cruising around in futile circles, getting nowhere, and finally crashing on the rocks of hard reality, to become a mildewed, rotten hulk, with not even a mast above water to mark its passing.

**Organized Militancy**

Militancy, the fighting, organized militancy of a well trained regiment, is a powerful weapon against any foe, but sporadic, undisciplined, unorganized, unreasonable militancy will turn the regiment into a mob, and you don't have to be an historian to know what happens to mobs when brought face to face with organized, disciplined opposition. We need only point to the Sailors' Union of the Pacific for a case in point. No one will question the assertion that the SUP stands second to no other organization in its militancy, but it stands today as the most effective organization in maritime history, simply because its fighting spirit is an organized and responsible fighting spirit.

**No Responsibility**

The membership realizes that

the "strike" is a powerful, potent weapon, and they do not abuse and cheaper its effects by "hanging the hook" and violating an agreement, just because some disgruntled member was served vanilla ice cream when he wanted chocolate. Those members of the SIU who have been going out of their way recently to prove how militant they are, by "manufacturing" beefs, in the hope that they might find themselves on the right end of a pie-card, are wasting their time. The only thing they are proving is that they have no sense of responsibility, and therefore, are totally unsuited to be leaders of any type, especially leaders of the type of men who make up the membership of the SIU-SUP, whom, in the average, are the better type seamen, with a better type education than, for instance, the membership of the NMU, who, if they were able to read the Pilot, would have sickened, and given up a long time ago.

With the arrival of the West Kyska, first of the four Waterman ships to arrive here for the new intercoastal run, the boys decided that now was the time to get her cleaned up a bit. Consequently, at time of writing, the Agent and patrolmen are aboard her lining up the needed improvements to be made before she sails, and we MEAN BEFORE SHE SAILS!

**Get Off at Branches**

Members aboard Bull Line ships running to the Gulf should avoid getting off their ships in out ports where it is hard to get SIU replacements. Practically every other Bull Line ship that comes in here carries a couple of NMU men, and although that state of affairs helps the Baltimore shipping lists, and doesn't do the Baltimore NMU lists any good, it is still not fair to the SIU membership in the Gulf. If you get off in the Gulf,—get off in a port where we have a Hall.

**Interest in Conference**

Interest in the coming SIU conference was well demonstrated here the other night, when some 207 members jammed the Pratt Street Hall to discuss matters coming up before the conference pro and con. There is no question but that the consensus of opinion favors the adoption of a constitution paralleling as closely as possible that of the SUP.

**ENDORSE BILL**

(Continued from Page 1)

Civil Service Act or not) solely because of the maximum age of such person."

Copies of the Resolution are being sent to Senator Barbour and the members of the Committee on Civil Service, and we urge that all Branches concur in this resolution, and take similar action.

**DEMOCRACY: - NMU STYLE!**

Heigho, heigho,  
We'll steal the seamens' dough, —  
We'll swipe their shoes  
If they won't pay dues, —  
Heigho, heigho!

So sang the top ranking NMU commissars during their recent "Convention to end Democracy" in New Orleans, as they blithely steamrolled through a motion to raise the dues to two bucks per month! This, in spite of the fact that a recent referendum vote on raising the monthly dues to \$1.50 was turned down by the NMU membership by a very large margin! That's what is known as rank and file control in the NMU! A large majority of the alleged 56,000 membership of the NMU voted against any increase in dues, and then a handful of commissars and their stooges say, "To Hell with the membership, — we want more dough, and we're going to get it by hook or crook!"

We'd like to know whether or not the rank and file of the NMU are going to sit back on their haunches, and take this sort of stuff! Will they pay the two bucks per month, or will they refuse to? Certainly it is not the will of the membership, and, therefore, they are not forced to live up to it.

Why have so many men, who were militant rank and filers during the '36-'37 strike, in the Gulf, refused to put up with the high-handed methods of the commissars, and transferred into the SIU? If they don't adhere to the Communist Party line, they will be framed in one way or another, and be ousted! But they know that they will get a square deal in the SIU, and will not be obliged to put up with any totalitarian control. They know that the control of the NMU rests in the hands of a few selfish and avaricious individuals, to whom the wishes of the rank and file mean nothing! They know that the only progressive seamen's Union on the Gulf and Atlantic Coast is the Seafarers' International Union!

What is going to happen when September 30th rolls around? Will the commissars dare to attempt to call a strike, after the recent tanker fiasco? If they do call a strike, will the membership come off the ships? Or will the commissars take the easy way, and subject the strike question to a referendum vote? Whichever way they go, they're licked, — and they know it! If they should arbitrarily call a strike, we don't believe that the majority of the membership will pay any heed to them. If they put the question to a referendum vote, the members will vote against it, and the commissars will further lose face!

It's a foregone conclusion that the majority of the NMU membership do not wish to continue working under the terms of the phoney agreements they are at present forced to live up to; but, apparently, the comrats can't get a better one for them. So what's going to happen? One guess is as good as another; but we'd like to point out the fact that the SIU has better agreements, and better working and living conditions than has the NMU. Of course, we do not have as many ships under agreements, but we do have a sufficient



# HERE and THERE in the GULF

## NEWS from NEW ORLEANS

### COMMIES ASSUME CONTROL OF GULF DISTRICT NMU

**Houston and Mobile Refuse to Be Dominated by Commissars**

#### FINK HALL DEAL EXPOSED

New Orleans, La., July 25—Activities of the past week in the Gulf District:

1. The SIU shipped more men and showed a larger income than the NMU, in Houston last week. Houston is the largest NMU port in the Gulf.
2. The majority of the picket card members expelled by the Commies have applied for membership in the SIU.
3. The NMU rank and file continue to issue leaflets exposing Curran and Ferdinand the Fink.
4. The Lykes Bros. ships continue to refuse payment of dues to the commissars.
5. The SIU exposed the deal between Curran & Co. and the Maritime Commission, to cooperate in opening Fink Halls in the Gulf.
6. Curran returned to Washington, probably to make sure that A. Thomas takes a ride up the river. Thomas, who is not a citizen, was admittedly fingered by Curran because he did not follow the Party Line.
7. The NMU top faction are appointing known communists to take over all official jobs in the Gulf. Those already appointed are:

James Merrill, Chairman Gulf District—Communist Party.  
Adrian Duffy, Secretary Gulf District—Communist Party.

Phil. Gloss, Treasurer, Gulf District—Communist Party.  
Eddie Platt, Sec'y-Treasurer, Eng. Div.—C.P.

Clyde "Tex" Drake, Sec'y-Treasurer, Deck Div.—C.P.

Philip Carey, Sec'y-Treasurer, Stwds. Div.—C.P.

In Beaumont, Texas:

James McIntosh, Agent—C.P.

In Galveston, the following C.P. members were in office, and, of course, remain:

K. K. Owens, Agent—C.P.

Fred Halestrap, Patrolman—C.P.

In Port Arthur and Corpus Christi, a port committee of five members were elected to take over until Ferdinand the Fink and Curran could find other good, loyal, finky commies to appoint to the vacancies.

Houston and Mobile have, so far, refused to allow any C.P. artists to take over any official job.

Red Dean

### LYKES STRIKE

(Continued from Page 1)

**MORE DUES TO THE LABOR FAKERS!**

**Act Now!**

Now is the time to act! We suggest that all NMU ships' crews call meetings aboard their ships NOW, and get the whole crews into a fighting organization. DON'T LET THE NMU LABOR FAKERS ROB YOU OF ALL YOUR CONDITIONS! ACT NOW — TOMORROW MAY BE TOO LATE!

The NMU commissar leadership has sold out on the watertenders. This means three less men on each Lykes coastwise ship. THIS IS PART OF A STILL GREATER SELL-OUT!

WATCH FOR THE LIBERTY BELL AND THE JOLEE, — THEY ARE NOW "HOT" SHIPS!

### P & O STRIKE

(Continued from Page 1)

siderable violence would follow such a move.

According to newspaper dispatches, one Claude Wayne, a steward, who, according to Miami Seamen's Institute officials, had been appointed by members of the National Maritime Union to contact ships in the harbor, and see if they needed men, disappeared one night last week, and the Rev. Bradley of the Institute has expressed great concern as to his whereabouts and welfare.

### APPRECIATION

On Board SS Maine, Panama Canal, July 15, 1939.

TO THE "LOG":

We, the members of the crew of the SS Maine, go on record to thank the ILA longshoremen, and the SIU membership of the port of Mobile for their loyal support given us in a recent walk off for better living conditions, at the Alabama State Docks.

We also thank Brother Armstrong and Brother Kelley for the business like way they handled the Maine situation.

It is our deepest regret that the SIU doesn't have a few more Armstrong-Kelly combinations in various ports on the Atlantic Coast.

Fraternally,

The Crew of the SS Maine,  
B. Terrien, No. 38,  
Deck Delegate  
O. Sykes, No. 245,  
Steward Delegate  
A. Betoney, No. 4344,  
Engine Delegate

### CONFERENCE

(Continued from Page 1)

that department, and three of the delegates from the Atlantic District are also of the same department. A total of eight in all, exclusive of those who may be present from the Gulf or the Lakes. Due to somewhat limited finances, no representative was sent from the San Juan, P.R. Branch, but Agent Moreno has forwarded to

### POPULARITY OF SIU STEADILY GAINING

**Rules All Made For Majority of Members**

Mobile, Ala., July 24—During the last week in this port things have rocked along very quietly; all hands are working in the groove, all ships' beefs taken care of to the satisfaction of all hands, with the exception of the crew that laid up the Wacosta. These brothers thought that, as the ship was being laid up prior to the laid up rule going into effect, that they should not be touched by the ruling. The members on the beach took the view that, as the ship was laid up over the limit, the crew should get off and make room for new crew members.

#### Rules for Majority

In regards to this, a lot of members think that a ruling like this is a direct slap at themselves. Now this is wrong, because, after all, in an organization the size of the SIU, a few members are going to get the idea that they are being hurt by some ruling, but in the long run the best for the majority is what the Union must go down the line for. So, in the future, think it over, and put yourself in the place of the men as a whole, and you will see that all the rules are for the majority, passed by the majority, with no thought of hurting the individual.

#### Turn Ships Over

Remember the old saw that the world will beat a path to your door if you build a better mouse trap? Well, the SIU is proving to be the Union, and believe me, the seamen are beating the walks to dust, coming in with the same question: "How can I get in the Union?" The dispatcher tells me that there is a regular line-up at times. To protect the members that we have, we cannot take in all who apply, so—to you seamen who see the handwriting on the wall, and who can't stomach Curran and Ferdinand the Fink, ship on one of the sacred agreement ("Take oil and sail, we must protect our agreements," said Curran during the strike. Who asked what strike?) ships, and then have the crew call the SIU patrolman, and he will take care of all hands.

#### Fight the Bosses

So let all hands get together, and make an efficient weapon to fight the boss:—One real Union, that will go down the line under control of the members, instead of a clique issuing orders that you abide by, or else! The SUP has shown that honest Union men can hold up under any conditions so long as they retain control of their own business. In '35, if we had taken what the old clique of the ISU wanted to give us, today there would have been no SUP, no SIU, nor no NMU.

The NMU takes credit for improving conditions on the East Coast along with everything else. I wonder if they are about to take credit for trying to wreck the seamen's movement in the Nation?

Steady as she goes,  
Armstrong, SUP No. 2983

the Conference a brief outline of the importance of that Branch, which will suffice, and there need be no fear that that Branch will be in any way neglected.

"Whitey" Hawk of the SS Acadia left for Savannah shortly after that ship's arrival in New York on Wednesday morning. He will represent the deck department of

### MERCHANTS & MINERS' UNFAIR

(Continued from Page 1)

upon this loophole provided them by the Labor Board, and promptly rescinded all passes they had issued to the SIU. WHY?

#### SIU REPRESENTS SEAMEN

There is only one AFL affiliate on the East and Gulf Coasts qualified to represent the unlicensed seamen, — and that is the Seafarers' International Union of North America. Previously, the AFL Seamen's Union had enjoyed this jurisdiction. Now: — by recognizing the SIU for approximately six months, the M & M Company, tacitly at least, agreed that we were the qualified representatives of the unlicensed personnel aboard their vessels. Then, why did they immediately seize upon the NLRB's "holy edict", and refuse to recognize us any longer? There is more to this than meets the eye, and we'd like to find out just what is behind it.

#### WANTED CHECK-OFF SYSTEM

When Mr. Merrill, of the Merchants and Miners', first started negotiations on the terms of an agreement with the AFL Seamen's Union, he stated that he was strictly in favor of a check-off system, and almost insisted upon it. He declared that he would agree that all members of the unlicensed personnel aboard the M & M ships would have to be members of the AFLSU, and that the company would remit a check each month, at the rate of one dollar per man, to the Union. The AFLSU officials flatly refused to agree to any such arrangement. Following this set-back, Mr. Merrill then appeared to be very reluctant regarding the issuance of passes to any Union representatives to go aboard the M & M ships. WHY? Did he fear that the Union representatives would discover the woeful lack of conditions aboard his rust buckets? Was he afraid that they would find that many men with licenses were sailing in unlicensed jobs, and paying dues to another union, — via the check-off system? Did he fear that the Union would discover that many of his men were being far underpaid? However, he finally agreed to issue passes, but only to certain stipulated persons. The organizational work on these ships never did progress very far, as the Union representatives found many obstacles in their path.

#### MERRILL'S WORD LAW

The Merchants and Miners' Transportation Company has a long anti-Union record, and previous to the signing of the agreement with the AFLSU, had never been party to any contract with any organization representing the unlicensed personnel aboard their vessels. Many of the men on these ships are 100 percent "company men", and the word of "Admiral" Merrill is law to them! The M & M Company has built up a little kingdom of their own on these ships, and proudly point to the fact that they are like "one big family".

Despite the fact that the other companies with whom the AFLSU had agreements received the same notification from the NLRB as did the M & M, none of them paid any heed to it, and continued to recognize the SIU as the representatives of the unlicensed personnel aboard their vessels. **WHY THEN, DOES THE MERCHANTS AND MINERS' PERSIST IN THEIR REFUSAL TO DEAL WITH US?** They were notified by President William Green of the AFL that the SIU is the only chartered representative of the AFL seamen in this district, but they choose to ignore this, and point, piously, to the NLRB ukase!

#### COMPANY MOVE?

There have been rumors of certain unqualified individuals being allowed to board the vessels of this company, for the purpose of contacting the members of the unlicensed personnel. By what right does the M & M presume to allow these persons aboard their ships, and at the same time refuse to issue passes to representatives of a bona fide seamen's organization? **WHY?**

#### M & M UNFAIR TO LABOR

The Seafarers' International Union asks the help of all Organized Labor in their fight with the Merchants and Miners' Transportation Company, and request that this company be listed as unfair to Labor until such time as they come to terms with the Union qualified to act as the bargaining agency for the unlicensed personnel aboard their vessels: — **THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA!**

that vessel.

#### Hope for Short Session

It is the hope of the entire membership that the Conference will not be a long drawn out affair, as all hands are anxious to get going on the job of adopting a Constitution and by-laws of their own, and are also eager to hold an election of permanent officials.

The Seafarers' International Union has made remarkable progress in the approximately eight and a half months they have been in existence, and for the first time in several years the seamen under the banner of the AFL on the Atlantic and Gulf Coasts will soon have a Constitution, and officials of their own choosing.



# NEWS and VIEWS from the LAKES

**BUFFALO**  
10 Exchange Street

**MILWAUKEE**  
730 S. Second Street

**DETROIT**  
1038 Third Street

**CLEVELAND**  
1426 Third Street

**CHICAGO**  
810 1/2 N. Clark Street

## SECORD COMING TO END OF TRAIL ON LAKES

**Dues Collecting Racket Flopping As Crews Refuse to Be Bluffed**

### STEWARDS JOIN THE SIU

Buffalo, N. Y., July 29—When the SS *South American* docked here this morning gangway watchmen notified Seafarers' International Union delegates that none but passengers would be permitted to board her. The Master explained that those were his orders from general manager Hatch of the Chicago, Duluth and Georgian Bay Transit Company. Mr. Hatch's offices are in Detroit. The vessel was able to sail on schedule only because Mr. Hatch rescinded his orders to the captain by long-distance phone conversation. Union delegates went aboard and transacted business with the crew.

#### Closed Shop Contract

Although discriminatory action against the Seafarers' International and its members was expected from this company, the exact form it took came somewhat as a surprise. The S.I.U. has a closed shop contract for the unlicensed personnel of the deck and engine departments. Members of the steward's department have joined the Seafarers. They are supposed to be covered by a contract signed early this Spring by John Secord in the name of the Marine Cooks and Stewards Union of the Great Lakes.

#### Secord's "Union"

This Secord is one of the old discredited I.S.U. officials here. For years he has been signing contracts with these companies without ever presenting evidence of his right to represent the men who have to work under the terms of the phoney contracts he signs. The men in the steward's department are forced to work for as little as \$30 per month in some instances. They never see a copy of the contract, never attend union meetings because none are held, never get any information from the union hall because Secord doesn't maintain halls. Their dues are checked-off by the chief steward aboard ship.

#### Has No Affiliation

When the Seafarers' International Union was chartered by the A.F. of L., its program pledged a riddance of these fakers. Rather than wait for the purge, Secord jumped like a scared rabbit right out of the fold of the A.F. of L. He set up an "independent union". Such is the nature of his union that it has no affiliation with the organized labor movement, no elected representatives, and no membership, its delegates are key employees of the Chicago, Duluth and Georgian Bay Transit Company, its finances come from money stolen out of the wages of men who work for a pittance, and its only boast is a "contract." It is hardly necessary to observe that the "contract" is not worth the paper it is written on. Secord's "union" exists only as a racket.

#### Racket Flops

The racket couldn't operate on the *South American* because of the vigilance of Seafarers International Union members aboard that ship. One of our members in the deck department, brother Marvin A. Hyde, Lookout, explained to the boys in the galley the exact nature of Mr. Secord's set-up. The gang in the Steward's department

voted not to give any money to the chief steward and to join the Seafarers' International Union. Word spread fast to the *North American*, sister ship to the *South*, and the galley help there refused to be taken over by the chief steward. Today all hands on those two vessels are packing S.I.U. books, wearing the red third-quarter work button of our union. The galley blooms with "Seafarers' Roses".

#### Company Frantic

The fact that the steward's department has joined the S.I.U. was not only a blow to Mr. Secord, it hits hard at the company. Anxious to get by the season with the present wage scale and to avoid a wage increase until next season, Mr. Hatch has agreed to recognize the S.I.U. for next year and sign an agreement to that effect NOW. He is vindictive against the man who was directly responsible more than anyone else for forcing the issue so early. That man was brother Hyde. And the company tried to fire him here in Buffalo Saturday a week ago (July 11). Reason given was that "the man talked too much to crew members outside his own department". No fault could be found with his work. This was a clear case of discrimination.

#### Hyde Collects

The company was firing brother Hyde for union activities. The Master was told he would be unable to ship a replacement here in Buffalo. In Detroit Mr. Hatch was told that the best thing he could do was let that particular matter drop. But in Chicago Mr. Hatch concocted a story for Agent Hayman there, and brother Hyde was fired. Back in Buffalo last Thursday, International Representative R. D. Thompson heard the facts and phoned Hatch to notify him that either he took brother Hyde back aboard the *South American* or the ship would not leave this port. Hatch agreed to pay Hyde for the season's work if no action were taken to reinstate the man. Brother Hyde collected \$218 in wages, covering the period from now until the ship lays up.

#### SS Alabama Lining Up

Only plausible reason Hatch could have for issuing orders to keep S.I.U. representatives in Buffalo off his ships is to prevent members of the Steward's department on the S.S. *Alabama*—third ship operated by the Georgian Bay outfit—from signing up with the Seafarers. The *Alabama* is never docked together with either of the other two vessels, so the steward's

## SIU FILES PROTEST WITH NLRB AGAINST PHONIES

**Union Takes Up Fight for Men Fleeced by Secord's Agents**

### DENIAL BY LABOR BOARD

Chief Stewards aboard the Chicago, Duluth and Georgian Bay Transit Co. ships have been practicing a check-off system. Money has been taken by these stewards from men they hire. They let the old timers alone for the most part. But among the men who have shipped for their first season these

vultures make their killing. They have intimidated young employees, some of whom earn as low as \$30 per month, and in some instances have forced these boys to pay as high as \$9 for the right to work on the job. This has been done in the name of the organized labor movement.

#### Company Discriminates

Although the company claims that none of its employees have been fired because they refuse to kick in to the chief stewards, it has been those who objected most who were fired first when the company cut down on its personnel. Last week in Detroit (Sunday, July 23) Vernon Smith of Chicago was let go from the S.S. *Alabama*. Vernon Smith was one of the boys on that ship who resisted the pressure from the steward there. After finally being forced to hand over part of his wages to the steward, he came to the Seafarers International representative to see what could be done to get it back for him.

#### Letter to NLRB

Protesting against the vicious check-off system, the S.I.U. sent the following letter to N.L.R.B. director Henry Winters in Buffalo:

"Dear Sir:

"The Seafarers' International Union wishes to bring the following facts to your attention:

"1. The Seafarers' International Union charges that members of the stewards departments of the str. *Alabama* and the str. *South American* have been intimidated by the chief stewards aboard those two vessels owned and operated by the Chicago, Duluth and Georgian Bay Transit Company. Some members of the steward's departments have been forced to pay money to these chief stewards in the amounts of \$5 to \$9.

"We are prepared to prove these charges by submitting as evidence the following quoted

department on her has been slower than the boys on the *North* and *South*. Also the chief steward on the *Alabama* is a particularly officious Secord agent, collecting every penny he can from his men. However, his racket has been broken up to some extent already. After the S.I.U. agent was aboard the *Alabama* today, the steward agreed not to take any more money from members of his department. An effort is being made to have every nickle collected by these vultures refunded to the men. (See copy of letter sent to N.L.R.B.)

The three ships of the Chicago, Duluth and Georgian Bay Transit Co. are the only vessels from which Secord has received revenue this season. We can say definitely now that he is finished in that line.

notice posted in the galley of the str. *South American*:

"ALL UNION DUES WILL HAVE TO BE PAID BEFORE WE ARRIVE AT BUFFALO NEXT THURSDAY."

(signed) R. R. Swift,  
Chief Steward

"Further proof of these unfair practices will be submitted upon demand by members of the steward's department on these two ships. The men have receipts for money taken from them.

"2. The Seafarers' International Union claims to represent the members of the steward's department, from whom money was stolen on all ships operated by the Chicago, Duluth and Georgian Bay Transit Company. We are prepared to substantiate this claim by presenting in person our members now sailing on those ships.

"3. The Seafarers' International Union demands that the practice of stealing money from members of the stewards department in boats operated by the Chicago, Duluth and Georgian Bay Transit Company be immediately discontinued.

"We further demand that all money extracted in the name of a non-existent 'union'—a so-called union represented by key employees of the Chicago, Duluth and Georgian Bay Company—be refunded.

"The money has been stolen from these men with the backing of the NLRB, according to a statement by Mr. Hatch, the manager of the company. He claims that early in the year one Secord was presented with a certification for collective bargaining by the NLRB and that in a letter to Secord the NLRB asserted that it is legitimate for key employees of the company to collect money in the name of Mr. Secord's 'union' from men whom they hire.

"If such a statement was ever issued by your office, we request that it be reversed."

#### NLRB Denies Statement

In response to the above quoted letter, Mr. Winters of the NLRB denied that he had ever written a letter to Secord saying that it is legitimate for the chief steward to collect dues. What he did write is, "the ships' crews could elect a steward on each boat to act as the representative of the union in the collection of dues and in holding union meetings." And that doesn't mean the chief steward.

#### Elect Ships Delegates

Let all ships elect ships delegates! Let the crews decide what kind of representation they want. Let them organize aboard ship to assure for themselves the proper representation. When that is done the men will know where to pay their dues. Secord will be finished.

Elect ships delegates in the galley! Every man joint the Sea-

## HEADQUARTERS

(Continued from Page 2)

were accepted as read, with a few minor exceptions.

#### Action on M & M

The Agent reported taking action on the Philadelphia resolution regarding the Merchants and Miners' ships, and stated that copies of the resolution, as well as explanatory letters had been sent to the New York State Federation of Labor, and the New York Central Trades and Labor Council, asking for their co-operation, and requesting that they take immediate action.

#### Beefs Settled

The Patrolmen reported settling beefs on Eastern, Calmar, Waterman, Robin, and Bull Line ships. Patrolman Stone reported that the ESSCO had agreed to hire additional help in the steward's department on both the George Washington, and the Robert E. Lee. Third Floor Dispatcher Hart reported that he had shipped 24 men during the week, and has a total of 34 on the shipping list. Sixth Floor Dispatcher McHenry reported shipping 55 men, and registering 52, and stated that there are now a total of 171 men on the three shipping lists.

A letter to President Roosevelt, from Emergency Board Chairman Dushane, protesting against the WPA wage slash was read to the membership, and was, of course, unanimously concurred in.

#### Port Committee

Settlement of an overtime beef, against the Seatrain Lines, which had been referred to a Port Committee, was reported. The company contended that the overtime was unjustified, and pointed out that Section 4, paragraph (b) of the Engine Department working rules provided for the performance of such work. The membership voted to accept the Port Committee's report, and instruct all members to abide by the terms of the agreement.

#### Resolutions Passed

A Resolution was passed boycotting the Seamen's Institute, because of the fact that they are employing non-Union painters, and are being picketed by the Painter's Union. Another Resolution, concurring in Senator Barbour's bill lifting the age limitations on Government employees, was unanimously concurred in. (See elsewhere in this issue regarding the latter Resolution.)

## NOTICE

James H. Adams, able seaman, Steamship "Arlyn", who was injured while the ship was in New Orleans on the 23rd day of May, 1939, requests that Charles Kellog, Joe Baker and Howart, able seamen, who were working with him at the time, communicate with Paul C. Matthews, attorney, of No. 11 Broadway, New York City, in reference to acting as witnesses in Mr. Adams' case.

farers this year! Pay no more dues to Secord! Out with the racketeers! Demand all money stolen be refunded to the men who earned it! Those are the slogans that are passing through the galley these days.