

VOTING ON CONSTITUTION STARTS

P&O SHIPS REMAIN TIED UP IN FLORIDA PORTS

Phoney Fenagling by NMU Officials Eyed With Suspicion by SIU

NO FINK CREWS SHIPPED

Miami, Fla., August 14—The P & O ships have been tied up since July 25th, because the company wishes to take "time back" for overtime. We are not going to make the organization take a five year step backwards. This is the attitude of the men, but the NMU phoney has the idea that as long as they help the shipowners break our strike, the shipowners will let them sail the P & O ships.

These remarks are based on the facts that the first NMU officials sent three men into Havana to organize crews. They failed, because two went to the hospital, and the other one couldn't stay long enough to bring them flowers.

The next thing, — the NMU Agent in Tampa spent two hours aboard the SS Cuba, but when his own membership in that branch realized what he was doing, they made him lay off.

Last Friday, the SS Munargo made a trip in the SS Florida's place, but, of course, "this wasn't finking", as their new Agent put it, this was merely "accommodating the shipowner." This same phoney, not realizing that his predecessors could not stay long enough to enjoy the sun and gals around here, made the statements to the pickets that HE would walk through the picket line. To date, we haven't seen him again. Where are you old boy? Dear "No-Watertenders-Joe", don't send any more stooges down here,—we get our hands dirty handling them, and it takes a week to get the stink off the waterfront.

Now fellows;—this is what we

are bucking, besides the shipowners' propaganda, so get the fish-hooks out of your pockets, and help us win this strike.

John Gunnison, Agent

Report from Tampa

Tampa, Fla., August 10 — The crew of the SS Cuba of the P & O Steamship Company are still holding their own against the chiseling company, and they will hold tight until the company comes through with the overtime that these crews have to put in for "Jesus." The Union locals in this port are backing the seamen up one hundred percent, and we are getting all possible cooperation from the C.T.L.A.

The members in this port wish to thank the crews of the SS Pan Royal, SS Jean Lafitte, SS Topa Topa and the SS Ipswich for their donations that they gave for the picket line.

Shipping is fair in this port, (Continued on Page 3)

Lakes Nominations For Officers Opens

Balloting to Be By Australian System

ROTARY QUESTION

Detroit, Mich., August 16—Nominations for officers of the Great Lakes District took place at Headquarters Branch on Tuesday, August 15. Deadline for nominations from ships and other Branches is August 21. Balloting will take place during the month of September, by Australian system. The new officers will be installed on November 1.

The elections are held during the month of September, on the Lakes, by special decision of the Savannah Conference, to make it possible for the greatest number of men working on board vessels at the height of the season to vote, and participate in setting up the District as part of the Seafarers' International Union of North America.

Balloting Explained

Here is how the Australian ballot works: Each member will get, by his own request, a ballot from the Union Hall or Patrolman. The member will mark secretly his ballot in ink or indelible pencil. He will then put the ballot into a blank envelope. He will close the blank envelope, and put it into a stamped envelope to be provided by the Union, upon which will be printed the address of the Detroit Post Office Box number of which the Postmaster retains the key. On September 30, the Postmaster will surrender the key to the regularly elected balloting committee when it presents the proper credentials. The committee will then take the envelopes to Headquarters Office, and will first check off the names and numbers from the outside envelope, against the files at Headquarters, as to the standing of each member. The ballots of members in bad standing will be declared void.

Guarantees Secrecy

After the names and numbers are checked, the outside envelopes are separated from the blank envelopes containing the ballots. The ballots are then counted. The balloting committee will then issue a statement over the signature of all members of the committee, announcing the result of the vote.

This system guarantees complete secrecy, and complete representation to the membership both on shore and aboard the ships. There will be a number of nominees on the ballot for each office. It is entirely up to the membership to decide whom they want to serve them in office for the coming year. It is entirely up to the membership to decide whether they wish the men now in office to continue for another year, or whether they wish to see new faces at the head of the organization here on the Lakes. (Continued on Page 4)

DRAWN CLOSELY ON LINES OF CONSTITUTION OF SUP

Nomination of Officers to Take Place Latter Part of September

MILITANT POLICY ADOPTED

The Constitutional Conference of the SIU delegates came to a successful conclusion in Savannah on August 4th, after having been in session about three days.

During that time the delegates had, by spending many long hours in conference, completed the business at hand, and had adopted a constitution, drawn along industrial lines, and had also made arrangements for the nomination and election of officers. No time was lost,—as every delegates turned to, and finished up the job in minimum time.

Voting on the proposed Constitution started in some of

the Branches at last Monday's regular meeting, but due to the fact that the printed copies of the proposed Constitution were a little slow in arriving in New York, voting did not start here until August 16. Voting on the Constitution will continue until September 25.

Election of Officers

Nominations for Atlantic and Gulf District officers will be made at the last two meetings in September, and the voting will take place all through the months of November and December. For the Lakes District the nominations will be made during the month of August, and the election held in September. It is believed that practically every member will have an opportunity to cast a vote in his respective District within the allotted time.

Qualifications for Officers

Under the provisions of the proposed Constitution, new members must serve a six months probationary period before they are admitted to full membership. Qualifications for officers are that they must have at least three year's discharges in their particular department, and must have remained in continuous good standing for a period of six months, and have not previously misconducted themselves while employed as an officer of the Union. The question of an officer being either a citizen, or eligible to citizenship, is being subjected to a referendum vote.

The Executive Officer of the Union, in each District, will be the Secretary-Treasurer. He will be aided by an Assistant Secretary-Treasurer, and one patrolman from each department, who will assist him in administering the affairs of the Union. Atlantic District Headquarters will be in New York, Gulf District in New Orleans, and Headquarters for the Lakes in Detroit.

Benefits Provided For

The proposed Constitution also provides for shipwreck, hospital and burial benefits. The maximum shipwreck benefit will be fifty dollars; burial benefit eighty-five dollars, and the hospital benefit (Continued on Page 4)

BULL LINE RUNS INTO TROUBLE

Crew of SS Arlyn Walk Off Ship

SKIPPER STALLS

On contacting the SS Arlyn of the Bull Line the other day, I was met by a somewhat disgusted crew. I had no more than gotten aboard when the fun began. I saw a bunch of men going over the side with their gear, and asked them what the trouble was. They replied that it was the same old story,—not enough fans, no screens, no cots, when they wanted a drink of water they had to walk amidships to get it; also that the ship was supposed to tie up in Baltimore, and they didn't see why they should ride her to Baltimore, when they lived in New York; so they might as well pay off and go home.

Skipper Stalls

I then asked the men how in Hell they expected to gain conditions if they hand the patrolman a lot of demands, and then walk off the ship. Finally, the next day we shipped four A.B.'s, 1 O.S. and 1 Oiler, and as soon as they got aboard they pulled a meeting, and put the same demands up to the patrolman as the other brothers who had gotten off the ship, with an additional demand that a rider be inserted in the articles, that in the event the ship tied up in Baltimore, the men signing on in Philly would get first class transportation and subsistence back to Philly. This to be paid in cash. The three departmental delegates and I contacted the captain, and the same old story was still in vogue: "I can't do anything until I contact the office." The crew agreed to give him twenty-four hours, and when the time was up, the same old story was still in swing: "I have contacted the office, and they are getting in touch with New (Continued on Page 4)

Commissars Lose Out by Court Decision in Gulf

Judge Rules That Gulf Officers Were Illegally Removed

RANK AND FILE VICTORY

New Orleans, La., August 15—The NMU injunction hearing in Judge Byrnes' court rivaled that of the ISU versus the SUP.

The same setting:—Pie-cards from the NMU Top Committee trying to take complete possession of property, funds and agreements being held in the name of the elected NMU Gulf District officials.

After a month of legal subterfuge by the commissars' shysters, the Judge decided to dissolve the writ of sequestration, and deny Curran's injunction. Further, the Judge granted an injunction against Curran's appointed Gulf District officials, stating in part:

Court's Decision

"That he (the Judge), appreciated the fact that organized Labor had advanced the cause

of the working class to where workers can choose a union of their own and run their union as they see fit.

"However, action such as instituted here by the National officers of the NMU is a detriment to the guaranteed democracy of the members of the NMU. The decision in this case is based on the Constitution and By-Laws of the NMU.

"Now, the Gulf officials were (Continued on Page 4)

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

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
 11 Stuart Street, San Francisco, Calif.

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 60 Commercial Place
 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

Detroit 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
 PUBLICATION TO:

"THE SEAFARERS' LOG"

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

DONATE TO P & O STRIKE!

YOUR HELP IS NEEDED TO ASSIST IN DEFEATING SHIPOWNERS

The membership in three Florida ports are now on strike against the Peninsular & Occidental Steamship Company, in a sincere effort to better the conditions aboard these ships. The strike has now been in progress since July 25, and final settlement is not yet in sight.

We can not afford to lose this strike, and it is up to each and every member of the SIU to give their complete financial and moral support to it. If the shipowners succeed in winning this strike, a precedent will be set that will be a black-eye to the organization. The P & O Company have made use of every means at their command to break the morale of these men on strike, and although, so far, no fink crews have been shipped, there has been at least one NMU-manned ship, the SS Munargo, made a trip in the place of the struck SS Florida, from Miami to Havana. The NMU officials may make the claim that this isn't finking, but it still is in our books. A fink by any other name is still a fink!

The port of Miami sent a representative for the men on these ships on a tour of the East Coast ports, at his own expense, to solicit donations for a strike fund for the crews off these ships. He remained in New York for about two weeks, and went aboard ships in company with the patrolmen. We are sorry to say that he met with a very poor response, and many of the members appeared exceedingly reluctant to donate. In our mind, this shows a sad lack of true union spirit, although the crews of a few ships did come through with good donations.

This brother who came here at his own expense, is Hymie Pesetsky, and we would like to say that, in our estimation, he is a hard worker, and a real Union man, and is deserving of a vote of thanks from the entire membership. We can use a lot of men of his caliber.

Chairman Dushane sent a letter on August 15 to all Atlantic District Agents and Patrolmen, instructing them to further solicit donations for the P & O strike fund. For each donation an official receipt will be issued, and the names of all donors will be published in the LOG.

Are you going to back these Union brothers of yours to the limit, or are you going to let them down? If you refuse to contribute to this worthy cause, you can quit calling yourself a Union man, because it is the duty of every member sailing the ships to help these brothers out.

Don't forget—those men down in Florida are walking the picket line,—and you can't keep that up for very long on an empty stomach. They deserve your financial support! Give it to them, willingly and unstintingly. When the Eastern ships were on strike many a good Union brother contributed to the cause with good hard cash, and you men who were involved in that strike know how badly it was needed.

The Gulf District is not as well off, financially, as is this

BOSTON News Bits

Boston, August 3—For a reason not made public, a plan to convert the former Boston four-masted schooner Harry G. Deering into a barge, a fate that befell many other fine schooners, will not be carried out, and the vessel will leave here in a day or two for Portland, Maine, where she will tie up again. The Deering is one of the last of the big "windjammers."

When the Canadian lobster smack Marie Yvonne arrived here yesterday from Aguathuna, Newfoundland, a new skipper was in command. He is Captain Edward Samson, and he succeeds the late John Bragg, who was owner and captain. Captain Bragg, a native of Port Union, Newfoundland, was found dead in a hotel in Mulgrave, N.S., last Sunday, and his death was due to natural causes. He had been landed at Mulgrave seriously ill on July 21, and after treatment at a hospital, was discharged. It is believed he was planning to rejoin his vessel, when death came. Captain Samson brought a shipment of 31,291 pounds of lobsters, which will be the last of Newfoundland "lives" to come to Boston market this season.

Within the next week the whole clerical force of the Lighthouse Bureau in Chelsea will be transferred to the Customs House, and assigned to quarters on the thirteenth floor.

The worst fog in the history of Boston, which delayed ships and shipping, has cleared for the time being. The fog lasted for eleven days. The Yankee Clipper was at anchor Saturday night and Sunday until 2:00 o'clock, with 180 passengers on board. She is an excursion steamer to Provincetown, and has no staterooms, and no protection from the weather, so there was a good beef on her. She is manned by a NMU crew.

The SS Governor Cobb is tied up in East Boston, awaiting conversion to a carrier of auto trailers. She is due to sail to New York some time this month. She was built in Chester, Pa., in 1906, and will run for the Trailer Ships, Inc., of New York, between Providence, R. I., and New York.

The ball team of the SS Boston of the ESSCO hasn't lost a ball game this year. They have taken on most of the leading teams here in Boston, and a few in New York. They play again on Saturday, playing St. Anthony's at Everett Field.

Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment card from the Dispatcher at the Union hall.

District, and their treasury simply can not stand the strain of supporting a strike of any great duration.

Your moral support will, of course, be appreciated,—but you can't buy food with it! **COME ON FELLOWS,—DIG DEEP IN YOUR POCKETS, AND ASSIST YOUR UNION BROTHERS IN THEIR FIGHT AGAINST THE SHIPOWNERS! DON'T LET THEM DOWN! DON'T FORGET THAT THE EVENTUAL OUTCOME OF THIS STRIKE WILL DIRECTLY AFFECT EVERY ONE OF US,—AND WE CAN NOT AFFORD TO LOSE IT.**

LAST MONDAY'S ATLANTIC DISTRICT HEADQUARTERS MEETING VOTED A DONATION TO THE P & O STRIKE FUND, AND WENT ON RECORD TO GIVE IT THEIR FUTURE FINANCIAL AND MORAL SUPPORT.

SUPPORT THE STRIKE AGAINST THE P & O SHIPS, AND DON'T LET YOUR UNION BROTHERS BE DEFEATED BY THE SHIPOWNERS!

Baltimore Highlights

BALTIMORE BRANCH REPORTS ORE LINE SHIPS IMPROVING

Company Finally Delousing Crew Quarters and Making Them Livable

SUGGEST "WAR SCALE" WAGE

Baltimore, Md., August 10—Shipping and business in general continues good along this waterfront, and despite the usual "depression" sob stories of the steamship companies, it is noted that the customary seasonal tie-ups have been much less than in previous years. Bull Line has only two tied up as compared with eleven this time last year, and both the Calmar and Ore SS Lines are in full service. Drydocks and shipyards are jammed with vessels being reconditioned after lengthy boneyard stays, with ESSO and SOCONY to the forefront in reviving several old hulks from the Solomon's Island Graveyard.

Building New Ships

The local Bethlehem shipyard has three combination passenger-freight keels on the ways for the Mississippi Line; Seas Shipping (Robin Line) have also given the contract for three ships to the local yard, and there is the prospect of at least five of the 18 Lykes being built here. Noted also is the movement of several lines to headquarters in this port, and the number of companies making Baltimore the pay-off and sign-on port is on the increase.

War Scale Wages

Looking over the reasons for the approaching boom in marine transportation, it is unquestionable that some of the companies, especially the tanker outfits, are looking for trouble in Europe before the end of the year, and since friend shipowner is making preparations for such an eventuality, it probably wouldn't be amiss if the SIU officials didn't start casting a weather eye in that direction also. The election of a "War Committee" authorized to draw up revised agreements with wage scales boosted to meet the new need; bonus scales for members on ships navigating dangerous waters or carrying "dangerous" cargoes; compensation rates for seamen injured or shipwrecked due to war-time conditions; should be drawn up as soon as possible. Since the United States Government, and the United States shipowners have their "M" day plans all prepared and filed away, ready to be put into force the minute a European war breaks out, it is quite logical that the Unions should take similar steps for the protection and welfare of their memberships, and to avoid the disruption likely to happen if they are "caught with their pants down."

Ore Ships Improving

The Ore SS Company, a subsidi-

diary of the well known "steel trust," always has been a tough proposition in this port. With the ships docking right in the center of the steel plant, surrounded by several miles of Company property, which is policed by a private force equal to a city of ten thousand population, it is practically impossible to bring any effective, militant action to bear on these vessels. However, although it has been a slow process, needed improvements are gradually being brought about on these ships.

Getting Rid of Bugs

The company, which specializes in the manufacture of steel, a great part of which undoubtedly goes to the making of munitions for the taking of life, is at last beginning to spend a few dollars to kill a few of the rats and bugs that infest their ships. The crew's quarters are gradually taking on the appearance of places of human habitation and we are optimistic enough to believe that the day isn't far off when the boys will actually "want" to sail on these erstwhile junk heaps. Speaking of junk, we thought one of the members had gone slightly wacky the other day, when he dashed up and told us one of the American Range Line ships was coming down Pratt Street. However, we caught on when he glanced out of the window and saw a truck load of assorted scrap iron navigating the street.

Voting Bull Contract

Balloting on ratification of the new Bull Line agreement is in progress here, and while on that subject might we suggest to the Bull Line members that if there is something they don't agree with in the contract, that they point out the part they don't like, and recommend what they think it should be. Otherwise the negotiating committee is left in the dark as to what should or should not be amended, clarified, or revised.

M & M Line Tough

Every effort is being made to keep in touch with members aboard the Merchants & Miners Line, but there are so many company men and stooges around the MMT piers, that it is a tough proposition making contact. Even the old gag of dressing the patrolmen in ice cream pants, putting a cigar in his mouth, a suit case in each hand and sending him through the gate disguised as a "passenger" isn't working very well as the MMT cops seem to be able to smell a Union man a mile away.

HERE and THERE in the GULF

NEWS from NEW ORLEANS

Commissars Send Stooze to Miami to Herd Finks

Gulf Seamen Will Not Crash Any Bona Fide Picket Line

CURRAN GIVEN WARNING

New Orleans, La., August 15—The SIU has been on strike three weeks for an agreement. The temporary agreement expired when the SIU was certified as a result of a collective bargaining vote conducted by the Labor Conciliation Department.

All unlicensed personnel have been on the picket lines for three weeks. Only the licensed officers are on the five ships of this chiseling outfit. These crews assessed themselves \$5.00 each for a strike fund before they hit the bricks. This money was turned over to the strike committee and has been used for the maintenance of picket lines and soup kitchens in Miami and Tampa.

Officials Off Payroll

The officials in the ports involved have voluntarily gone off the payroll for the duration of the strike. All monies collected in these ports from other ships will be used to defray strike expense.

Moscow Unity

The National Council of the NMU has appointed a commie stooze in Miami, who has stated that he is there to break the P & O strike. This commie will learn suddenly that the seamen here in the Gulf District will no longer allow a rabble-rouser to

order them to crash a picket line. This sentiment, apparently, has been developed in both the SIU and the NMU. Any stooze who tries to crash a picket line will be treated by both unions as a fink, regardless of Curran's orders not to respect the P & O picket line. Curran's orders are known in the Gulf as "Unity—Moscow Style."

Curran Warned

Now Comrade Curranski, we wish to advise you that the SIU in the Gulf will not tolerate any picket line crashing. If such attempts are made, we will concentrate our defense, not against the dupes, BUT AGAINST THE OFFICIALS RESPONSIBLE FOR THIS FINK HERDING! YOU, LIKE OTHER LABOR FAKERS, WILL BE ELIMINATED FROM THE MARITIME FIELD! You had some experience with New Orleans, and know that if you herd finks, now or later, you will never return to the Gulf!

—Red Dean

SHIPS PAY OFF EXPENSES OF "RECEPTION COMMITTEE"

Mobile Membership Prepares For Labor Day Celebration

WATERMAN BRANCHES OUT

Mobile, Ala., August 15—The reception committee that served during the visit of the Fink School Ship "American Seaman" was discharged with a vote of confidence and thanks for the hard work they did in bumming the ships for voluntary contributions to take care of the expense of this reception. The total expense was approximately \$350.00, and this amount was contributed by members working on the ships out of the Port of Mobile. A list of the ships and members who contributed is so lengthy that lack of space keeps us from publishing same. The average contribution was approximately one dollar per man. The membership, in a joint meeting here commended all for their cooperation in this matter.

Panama City Beef

At a regular joint meeting Monday, August 7, a letter was read from the Deck Department delegate of the SS Panama City about the situation that arose about an injured AB being placed on board the ship without coming through the Union Hall. The letter was accepted, and a motion was made that the New York Branch investigate the matter, and take what action is necessary.

A number of former members of the crew of the Panama City spoke at length, and it was the general consensus that this ship was sadly in need of a general straightening out. The changes

which have been made in the general working rules since the Panama City left Mobile on January 30, being the cause of most of the disputes.

Labor Day Preparations

The SIU of NA in the Port of Mobile went on record at a regular joint meeting held Monday, that they are in favor of a parade on Labor Day. A special committee was elected to contact the other various labor organizations in Mobile, with the view of holding a parade and a general celebration, with speeches, dancing, and general merry-making at some near-by park not yet decided upon. The purpose of this general celebration is to show the "bosses" the strength of Organized Labor under the banner of the AFL in the Port of Mobile.

Relief Watches

Several members of crews of various ships have been removed for not abiding by the port rule relative to relief watches. The port rule is, in any port where there is a SIU Hall, relief watches must be called from the Hall, at

P & O STRIKE

(Continued from Page 1)—and we have a small shipping list.

By the way brothers, Phoney Epps is a "G" man now,—he is working on one of the City's Garbage trucks. A good place for a phoney, but he should be in one of the cans instead.

Had a beef on fresh milk on the Major Wheeler this week, and the crew was ready to hit the dock, but the "old man" saw the light, and came across.

Up until now, we don't see any signs of anyone attempting to ship scabs on the P & O ships. We wonder why? ? ?

Steady as she goes

Otis Curry, Patrolman

Headquarters Report

New Orleans, La., August 9—The P & O strike was called July 25. On the 27th, all three of their ships in operation were tied up. The other two were laid up at the time.

These ships are still tied up. Reports have reached us that Watson, NMU Agent in Tampa, has contacted the company and offered to furnish crews. The company is afraid to move on this angle, due to the fact that Watson has not enough finks in Florida to move all these ships.

Also, the strike publicity department has made excellent contact with the traveling public, who remember the finky crews of the Morro Castle!

Negotiations were broken off last week, due to reaching a stalemate. The company claims inability to continue overtime payments as of the last four months. The members who sail those scows refuse to work, except under the conditions recently inaugurated and maintained by job action.

However, the Labor Department was instrumental in reopening negotiations, beginning Thursday, August 10th. We will report on negotiations at a later date. Meanwhile, these scows remain tied up by strike action, and the soup kitchens are functioning.

Red Dean

the rate of EIGHTY CENTS PER HOUR,—with a four hour minimum. Any watch, or fraction thereof is \$3.20. When the entire eight hours is worked, the pay is \$6.40. The only exception is that mess boys and mess men are to be paid at the rate of sixty-five cents an hour,—with a four hour minimum.

Some of the members are under the impression that other members of the crew can swap, and stand each others watches. This is wrong, and members have learned that charges will be preferred against them, and they will be removed from the ship, and another man shipped in their place.

Waterman Branches Out

Three ships of the Waterman Company have been put on an intercoastal run, from Baltimore to the West Coast. The ships placed on this run for an indefinite period are the SS West Kyska, Desoto and West Madaket. In the early Spring the Waterman Company will place two passenger-freight ships on the New York to New Orleans run, with weekly sailings. The Waterman Company is at present negotiating for the purchase of two ships for this run.

C. Underwood, Gulf No. 2

REASONS FOR NECESSITY OF STRIKE ASSESSMENT

General Income of Union Not Sufficient to Support Strikes

RATIFICATION NECESSARY

Following the report of the Constitutional Conference delegates, at the August 7th Headquarters meeting, quite a few of the members seemed to be of the opinion that such a thing as a strike assessment is not at all necessary. We would like to take this opportunity to point out that a strike assessment IS necessary, and explain why.

Any of those members who were involved in the strike on the Eastern Steamship Company's ships this year, or who were ashore at the time, will remember that, if the strike had lasted another week we would have been absolutely broke, and with our backs up against the wall. They will also remember that we did not have the funds with which to operate a more satisfactory system of feeding the men on strike.

Strike Fund Necessary

NOW:—the monies to be derived from this strike assessment can not be put in a general strike fund, because of the fact that our agreements do not terminate simultaneously. They must be used for any strike which may occur. The fact that our agreements do expire at different times is all the more reason why we must have a strike fund. You can not finance strikes out of an organization's general funds, such as is derived from their regular income. This is especially true of an organization as comparatively small and young as the SIU.

Since this organization started, in the Atlantic District, our weekly bank balance has never, at any time, exceeded two thousand dollars. Furthermore, we still owe the International in the neighborhood of \$3,400. In other words, we are not, theoretically at least, solvent. Our cash liabilities actually exceed our cash assets. How then, could we support a strike financially? The answer is obvious:—we couldn't!

Strike a Potent Weapon

Remember:—we are not planning on having a lot of strikes, just for the fun of it; but the strike is Organized Labor's most potent weapon, and there are times when it must be used. We had two strikes this year:—against the Seatrain Lines, and against the Eastern. There is good reason to believe that we will, sooner or later, have other strikes, and it is also quite possible they may last longer than the previous ones. To guard against such an emergency, we must be prepared, and the only way we can properly prepare is to have an amount of cash in reserve, so that we can successfully carry on a strike.

Don't forget that when a strike starts the Union's income also drops proportionately. In the case of a general strike, the income would cease completely. In other words:—everything going out, and nothing coming in! If we relied on the general funds of the organization to carry us through a strike of any real duration, how long could we last? The answer to that question is also perfectly obvious.

Prepare for War

To the best of our knowledge, all bona fide Labor organizations have a strike fund, because they well know that it is an absolute necessity. Some unions have not had a strike in years, but they nevertheless still maintain a strike fund. "In times of peace,

prepare for war!" You can't fight an elephant with a pea-shooter,—and no more can you fight the shipowners without an ample supply of hard cash!

It is a well known, and proven fact that an army fights best on a full stomach; and the same thing holds true for an efficient picket line. You can't walk a picket line for very long with nothing but an empty void where your "darby kelly" should be! Anyone who has done picket duty knows that!

Financial Picture

But, to get back to the financial side of the picture;—According to the report of the last Quarterly Finance Committee, only about 3,100 members were paid up in good standing. The expenses of the organization average approximately \$1,600 per week, or over eighty thousand dollars a year, and even if every one of the 3,500 members religiously paid their dues each and every month, we would have a balance of only about sixteen thousand dollars. But, according to figures, only about three-fifths of the members continuously pay dues. At that rate, by the end of each year, we would be in the red!

Vote for Strike Assessments

Therefore, in order to assure ourselves that we will be in a position to fight the shipowners whenever the necessity arises, we must make provision to maintain a fund aside from the money derived from the general income. There can be only one solution to this problem, and the answer lies in the establishment of a strike fund, to be created by an assessment of the membership.

Too much can not be said in favor of a strike fund, and it should be perfectly obvious to every member that any bona fide labor organization without a strike fund, is like a country without an army or navy!

VOTE YES ON THE STRIKE ASSESSMENT RESOLUTION!

NOTICE

All correspondents to the "LOG" are cautioned that all contributions must bear their written signature, and book number. Typewritten signatures or initials only will not be acceptable.

We will not publish any unsigned communications.

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

BOB-LO COMPANY REFUSES TO ABIDE BY AGREEMENT

Numerous Beefs Settled Through Quick Action by SIU Agents

GEORGIAN BAY JITTERY

Detroit, Mich., August 16—Officials of the Bob-Lo Steamers, Inc., have refused to allow our agents to board their boats for the transaction of Union business. The Union signed up the Bob-Lo boats this year, but apparently this company doesn't know the score. By unanimous vote, the membership at headquarters instructed our International Representative to file a five day strike notice with the Michigan State Mediation Board. The company now has five days to decide to permit the Union's authorized representatives aboard ship,—or else!

Beef Settled

The old beef on the PM No. 12 at Toledo has finally been settled. The men have no sleeping quarters aboard, and it's a long hike into town, from the slip. Mr. Kent of the Pere Marquette road turned down Thompson's proposal for \$1.00 per day for a bed, but consented to have a regular Pullman coach, with clean linen, installed on the ferry to serve as sleeping quarters for the men. Not bad!

A fireman on the Greater Detroit was discharged recently, charged with being drunk. The crew was contacted. The men on his watch all state he was not drunk at the time the complaint was made. Only the first assistant and an oiler maintained he was. Thompson and McGinn put the first assistant wise to himself, and insisted he take this man back or else. He's back!

Compromise Reached

The boys on the Michigan put up a squawk about getting two more firemen, or three coal-passers aboard. Our representatives negotiated with the company. They succeeded in getting one additional fireman. Due to the fact that the agreement had already been drawn up, the men exercised good judgment in not pressing the matter any further.

No Support

Steamship Inspectors came aboard the Grand Rapids for lifeboat inspection, at 7:00 o'clock one morning. The men were called out at 6:00 A.M. for breakfast. Due to the fact that practically all the grub had been eaten by big passenger list carried the day before, and the new stores were due at 8:00 A.M., many of the men went without breakfast, and squawked for action. To take care of the beef, Thompson contacted the skipper and demanded sixty cents for each man who got rimmed out of his breakfast. The skipper said O.K. He would give it to any man who asked for it. Only one man stepped up to get it! Which only goes to show that the men who talk loudest in the Hall, are not ready to give support to their agents when they come aboard to settle beefs.

Georgian Bay Jittery

The Georgian Bay Line would like to have us lay off of their Stewards Department. In a letter from Emery B. Hatch, Secretary-Treasurer of the line, he begs us not to press them for an agreement at this time, since he already has one with Secord's "union", which expires in Janu-

ary. The membership, at its August 15 Headquarters meeting, unanimously voted to place a five day strike notice in the hands of the Michigan State Mediation Board. No doubt this will encourage the timid Mr. Hatch to realize he is going to deal with a real Union that protects its membership, and not a phoney racket such as Secord's.

LAKES VOTING

(Continued from Page 1)

There are over 1,600 men working on SIU boats on the Lakes, and more than 1,200 of these are eligible to vote. It will be only the membership's fault if the new officials are elected by a small handful of votes. Get your ballots men, on the first of September, and let's go!

Constitution Arrives

The proposed Constitution of the Seafarers' International Union of North America, drawn up at the Savannah Conference, is now here, and is being distributed to the membership at all ports. The membership will vote for its acceptance or rejection in a space provided for that purpose on the same ballot on which the candidates for office will appear. Since this Constitution, if accepted, will be the law under which our Union will function, it behooves every member to study it carefully, so that he will know what he is voting for.

Rotary Shipping

Another proposition to appear on the ballot, along with the candidates and the proposed Constitution, will be the question of restoring the rotary shipping list. There has been so much beefing back and forth about this question, that the Headquarters Branch, at its meeting of August 8, went on record to put the question up to the membership of the entire Lakes District, for settlement one way or the other. The membership should not fail to register its wishes on this important question, on the September ballot.

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 Kellogg, Joe Baker and Howartt, 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.

COURT DECISION

(Continued from Page 1)

elected under the Constitution by a referendum vote. Until Constitutional methods are used these officials are to be returned to office as of the date this court action started."

Victory for Workers

This decision is a distinct victory for the workers. It proves that the workers no longer need to fear the dictates of would-be Stalins and Hitlers in labor unions. In one of the few cases in court history, the workers got a square deal. As long as the courts rule that they will not favor any individual or group of individuals, then the workers have a chance.

In the future, the labor fakers of Curran's type will have to abide by the Constitutions drawn up and ratified. This is a precedent in courts that can be used by workers in any union.

"Red" Dean

ARLYN BEEF

(Continued from Page 1)

York." The crew again agreed to twenty-four hours more, and then, after two days, the captain called the three delegates together and read them a letter which stated that it was not the policy of the Bull Line to issue cots or mosquito netting. I then gave the captain the necessary twenty-four hours notice, and told him that the crew desired to be paid off, unless their demands were met.

Tries Fast One

Five hours later the Bull Line agent came aboard the ship and asked me what the Hell I was trying to pull off, and I informed him that I was merely there to see that the company didn't pull any fast ones on the crew, like they have in the past. Then he stated that this was the only port on the Atlantic Coast where the company was having any trouble, and also accused me of having it in for the company. This was said in a very loud voice so that the crew could hear it. (Very smart!) trying to discredit the Union in the eyes of the crew. He then stated that the company had the interests of the crew at heart, and just to prove it, he, personally, had gone ashore and bought a water-cooler for them, so that they would not have to go amidships anymore for a cold drink, and he further said to the men: "See, we really have your interests at heart, and don't let this patrolman of yours make you quit the ship and deprive you of your jobs, as he is only trying to make a name for himself at the expense of you men and your jobs!"

(NOTE: THIS WAS VERY CLEVER OF THE COMPANY TO TRY TO DISCREDIT THE PATROLMAN IN THE MINDS OF THE CREW, BUT IT FAILED!) Then he commenced to holler, and tell the men to take the ship to Baltimore, and the outcome of it was that I had to out-holler him,—and what a pleasure that really was!

Take No Promises

It is the custom of the company, when a beef arises, to promise you anything in order to get the ship out of one port to the next. The agents in charge in the various ports are responsible for the ship while it is in their particular port, and they don't

CONSTITUTION

(Continued from Page 1)

fit, one dollar per week, for a period not exceeding fifty-two weeks. The cost of these benefits, to the membership, will be an annual assessment of two dollars.

Policy Laid Down

A resolution, calling for a strike and organizational assessment of five dollars, is being subjected to a referendum vote of the membership.

The conference delegates, in establishing the policy of the Union, passed the following Resolution:

WHEREAS: The Seafarers' International Union of North America is founded on the principle of the rights of bona fide seamen to organize into a democratic seamen's union, run by seamen, and for the benefits of seamen, and

WHEREAS: our parent organization, the Sailors' Union of the Pacific, is a democratic, bona fide seamen's union, built by seamen, and whose policy has been, and is today to fight for the principle of:

- (1) All shipping of seamen from the Union Halls on a rotary basis.
- (2) To fight the Fink Hall program of the Maritime Commission.
- (3) To fight the Training Ship program of the Maritime Commission.
- (4) To fight any attempts of the establishment of compulsory arbitration for seamen.
- (5) To fight any and all political parties who attempt to muscle in on the seamen's movement under the smoke screen of Rank and File unity phrases. (Such as the Communist Party, who are busily engaged in a united front movement with the ship-owners and the Maritime Commission, in selling out the American Seamen to Government regimentation, to further their own phoney political ambitions) and

WHEREAS: The seamen in the Atlantic, Gulf and Great Lakes Districts of the Seafarers' International Union of North America have gone down the line, and are going down the line 100 percent for this policy as the only policy on which our Union can function,

NOW THEREFORE BE IT RESOLVED: That we, the delegates here assembled, go on record as unanimously reaffirming our stand on this policy, and BE IT FINALLY RESOLVED: That we pledge ourselves to go back to our ports and ships and continue on fighting for this policy.

The foregoing Resolution was introduced by "Whitey" Hawk, who attended the conference as a representative for the Deck Department of the SS Acadia.

It is the general consensus of opinion that the delegates to the conference did a very fine job, and the proposed Constitution has met with considerable commendation. It is our opinion that it will be ratified by a large majority of the membership.

give a damn what happens when she leaves!

I believe that these ships coming in to the various ports should be contacted by the patrolman, and if they don't have refrigerators, cots, netting, screens, water-coolers, a sufficient number of

DONATIONS TO P & O STRIKE FUND

SS SEATRAN NEW YORK:

Kelly	\$1.00
Shank	.50
Morris	1.00
Boresenberg	1.00
Sabido	1.00
Burns	1.00
Rogeseh	1.00
Garcia	.50
Tillman	1.00
Simpson	1.00
George	.50
Abina	1.00
Banks	.50
Westover	1.00
Eppinette	.50
Mesana	.50
Steenchen	.50
Fernandez	.50
Brown	1.00
Vreta	.50
Conner	1.00
McCormick	1.00
Lewis	1.00

TOTAL \$18.50

SS ANGELINA:

Riley	\$.50
Wright	.30
Court	.20
Bonefont	.25
Doley	.50
Maldonado	.50
Ferrara	.25
Geanda	.50
Cales	.50
Ellorin	.50
Damaso	.25
Fernandez	.25
Rodriget	.25
Hernandez	.50
Ship's Fund	5.00

TOTAL \$13.00

SS PLOW CITY:

Gorman	\$.50
Hughes	.50
Medford	.50
McLemore	.50
Mays	.50
Robertson	.50
Cable	.50
Fröst	.50
Trevathan	.50
Broderick	.50
Munro	1.00
Pittman	.50
Barry	.50
Ship's Fund	3.00

TOTAL \$13.00

SS CITY OF ATLANTA:

Greer	\$.50
Grissom	.50
Hoagland	.50
Cetti	.50
Ride	.50
Forrester	.50
Kenny	1.00
Babinger	1.00

TOTAL \$5.00

SS ELLENOR

SS ELLENOR	\$5.00
SS MILLINOCKET	1.81
SS EDITH	2.50
Teamster's Local	1.50
Neilson	2.00
A. Kelcey	2.00
SS DELVALLE	3.50
Cullison	.45
Sullivan	.15

TOTAL \$18.91

fans in good order, and other gear for the welfare of the crews, and plenty of fresh milk, they should be set down until everything is put in order before she sails. (No promises!)

Fraternally,
Harry J. Collins, No. 496