

SEAFARERS LOG



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No. 48

NMU National Director Resigns; Says Officials Collaborate With Shipowners, Sell Out Membership

ATTENTION!

Matthew Dushane, SIU Washington, D. C. representative has resigned and the Seafarers International Union office at 424 Fifth Street, N.W., Washington, D. C. has been closed.

The SIU's often repeated accusations that the officials of the National Maritime Union have been collaborating with the shipowners and selling out their membership were substantiated by Rob Rogers when he resigned last month as National Director of the NMU.

Rogers, an original member of

the NMU since the strike of 1936, has always been popular with that union's rank and file. He was known as one of the few officials who would go to bat for the membership. However, when pressure was put on him, he would bow to the anti-rank and file policy of the ruling clique. Evidently, he now can no longer take the finky policy of the NMU—and the point is that if anyone knows the inside of the NMU sell-outs, Rogers, as one of the officials, surely knows.

Rogers submitted his resignation on October 13th, and his letter was sent subsequently to Joe Curran because he felt "that the membership that elected me... is entitled to an explanation." The letter, copies of which are circulating around the waterfront, was read before the NMU National Office Meeting because, as Curran phrased it, according to the minutes, "If we don't bring this in, it will come out from some place else."

The resignation was not accepted by the NMU. However, as he did not report for work, he was taken off the payroll as of November 3rd. Roger's letter which, we feel, is of interest to the entire waterfront is printed below:

Dear Joe (Curran): On October 13th I submitted to the National Office my resignation as National Director of the Union. It is my feeling that the membership that elected me to that high post is entitled to an explanation for my action. That is the reason for this letter.

My decision to resign was not made on the spur of the moment. It does not come about through any desire on my part to stop working for the Union. On the contrary, I want to continue to work, to contribute in whatever way I can towards building our organization, and towards improving the wages and conditions of the seamen and river workers.

My decision to resign was forced upon me by a series of events over the past year. Tied together, these events form a situation in which I can no longer remain. As long as this situation exists, I cannot, as an official,

(Continued on Page 12)

Canadian Seamen Jailed Under Anti-Strike Laws

VANCOUVER — A strongly worded protest to Canadian Transport Minister Chevrier at Ottawa, was sent by Hugh Murphy, Canadian SIU Agent, concerning the severe sentences recently passed out to six merchant seamen convicted under the obsolete Canada Shipping Act.

"The sentences were too severe," said Murphy. "The men were convicted under the antiquated Canada Shipping Act which we have asked many times to have repealed."

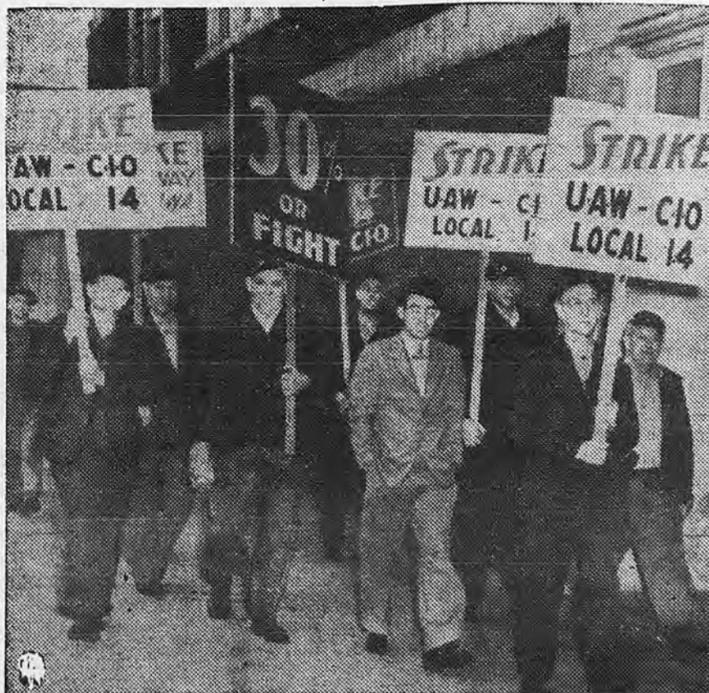
Weeping wives and relatives

heard Police Court Magistrate W. McInnes sentence E. L. Larsen, T. J. Cibien and S. W. Haigh to twelve weeks in jail. Other men from the Westbank Park, G. I. Davis and W. G. Hay, were sentenced to six weeks, and J. R. Wallace, R. T. Clarkson, L. T. Tyerman, and C. I. Palmer were given suspended sentences.

G. Tellier, Union representative aboard the Cromwell Park, was singled out for eight weeks at hard labor, while suspended sentences were handed out to ten

(Continued on Page 12)

JOINING GM PICKETLINE



Pickets march in front of Chevrolet plant in Toledo, O., as workers leave their jobs to join nation-wide strike against General Motors by United Auto Workers. After months of company stalling on union's 30% wage demand, 115 GM plants shut down as union took wage fight to picketline. (Federated Pictures)



"DETOUR!"

Detroit Police Commandos Train To Protect GM Plants

By MANNY LASHOVER

DETROIT — The "commandos" of the police force here, so-called because of special training they received in the doubtful art of using tear gas and clubs on strikers, had a practice alarm at 6 a. m. today which was ordered by higher-ups to see how fast they could swing into action.

The general opinion among the business people that I have talked to indicates a suspicion that GM wants the strike to last until after the first of the year so that they won't have to pay any more excess profits tax for 1945. Next year the rate goes down and they stand to make still more profit on the stuff they sell.

So far everything on the picketline front remains quiet, and will remain so as long as the management does not start its expected "rank and file" movement among their stooges and strike breakers.

There are a lot of johnny-come-lately unionists around here, and that's where the GM outfit will start its boring from within. The Corporation is on the radio trying to arouse public opinion against the strikers, and spreading the usual hooey that the strike is keeping the public from getting "that wonderful GM product."

Talking to men on the Die and Machine picketline, I was given the impression that they are prepared for a long battle. At Fisher

PICKET LINE

LINDEN, N. J. — Former servicemen, members of the Linden Local 595, staged a demonstration in front of the General Motors plant here in support of the UAW demands for a 30% wage increase to meet the rise in the cost of living.

On the regular picketlines, many members of other unions joined the UAW men (and women) in a show of labor solidarity. A resolution passed by the Seafarers International Union which declared support for the UAW demands, was read to the Strike Strategy Committee. The Committee indicated their appreciation of the SIU support and asked for copies of the resolution for distribution among the pickets "as a morale builder."

Body, the picketline was orderly and quiet, Plant No. 10-49 had few pickets, but everything was in good shape. Detroit Transmission pickets told me that they felt their demands were completely justified, and they were ready to fight it out with the GM company. Detroit Stamping men said the company was denying them a decent living wage and trying to break the back of their union.

SEAFARERS LOG

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The Time Has Come

From all signs the nation's industrialists have embarked upon an all-out offensive against labor. No other conclusion can be drawn from the statements and actions of the men who are normally looked upon as the spokesmen for industry.

Take, for example, the attitude of General Motors, speaking through the person of its vice-president, Harry W. Anderson. GM absolutely refuses to reopen negotiating with the striking United Automobile Workers, unless the union modifies its "unreasonable" demand for a 30 per cent wage increase. In other words, General Motors insists that the union give in to it—since the wage demand is the bone of contention—and then go through the motions of negotiating.

The crux of any wage-increase demand rests, in the final analysis on the ability of industry to meet rise in costs. The union insists that General Motors can meet the higher wage demands, and still make a reasonable profit. However, recognizing the possibility that they might be wrong, Walter Reuther, on behalf of the UAW, promised to lower the demand if GM could prove, with figures taken from its books, that it could not pay the 30 per cent increase. To this the corporation refused to accede. "We will not negotiate," said Mr. Anderson, "with your union regarding our selling prices and profits."

In addition, president Charles E. Wilson categorically refused to join in any joint conference called by Secretary of Labor Schwollenbach, without any qualifying ifs or buts.

So much for industrial cooperation.

The steel workers are meeting much the same response from their employers. The corporations deny that they made the tremendous profits that the impartial government agencies say they did. They plead poverty—meanwhile spending thousands of dollars on newspaper ads to announce their insolvency—and are prepared to lose the tremendous amounts that a strike will cost them to defeat the union. But they refuse to negotiate.

So much for collective bargaining.

In Washington, the Labor-Management Conference, from which those professional Pollyannas, who seemingly never get tired of being ravished by the stern industrial realists, had expected so much in the way of industrial peace, seems to be stymied by the unreasonable attitude on the part of the Labor delegates who selfishly refuse to permit themselves to be legislated out of existence.

So much for Labor-Capital partnership.

We don't think we are giving away any secrets but we, like the industrialists, think this is the perfect time for an anti-union campaign. The operators are holding back on their production, anyway, until next year when the surplus profits tax will be lowered. Then, next year the corporations will get refunds in their war taxes from the government if there are any losses due to reconversion—even if it's the unions which are being "reconverted."

We're not trying to be alarmists. That is just the way we read the signs. Can't you hear the Wilsons and the Averys shouting, "To the barricades, Comrades, the unions are coming."



LABOR ABROAD

FRANKFURT, Germany — Workers have shown a surprising energy in the task of rebuilding their unions which had been smashed by the Nazis. Immediately after permission for the reconstruction of the unions had been given by the military government, factory workers organized voluntary fund-raising campaigns for the reconstruction of their unions.

The 400 workers at the municipal power plant, for example, contributed 1000 marks, 200 postal workers raised 990 marks, and a shop of the Opel Automobile Works gave 1000 marks. All this money was given spontaneously by the workers, when they received word that funds were needed to take the first steps in organization of a new union movement.

The problem of accepting former Nazis as members in the new unions does not exist among the workers because none of them were Nazis. Hardly any discussion took place on the type of union setup, since all agreed on industrial organizations.

NEW YORK—Maurice Dollfus, president of the Ford Motor Co. of France who arrived here last week, stated in an interview that the French workers are underpaid and that one of the main problems is to get sufficient food. "The average American has at

least 3,500 calories a day," he commented, "which is enough to live on. Under the coupon system in France, the average worker gets about 1450 calories, which is just about enough to die on."

"On the basis of 100 francs to the dollar," said Mr. Dollfus, "the American workman is paid on an average about \$1.25 an hour; British 70 cents, and French 40 cents. Computing on the 5-day week, the Frenchman gets \$16 a week. The lowest priced suit of clothes in Paris sells for \$75. Therefore the worker would have to invest almost 5 weeks wages to get a suit."

The minister of Foreign Affairs of the Indonesian Republican Government, Dr. Soedbardjo, has sent the following message to Fenner Brockway, political secretary of the British Independent Labor Party: "Having learned of your protest to Premier Attlee against the Labor Government's measures to re-erect French and Dutch governments in the Far East, we Indonesians express gratitude for your kind gesture on behalf of the Far East people. Indonesians' only aim is independence and the right of self-determination.

"We assure you that the Republic of Indonesia will be based on democracy and socialism.

"However, the former Dutch authorities are still trying to re-

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

establish the Dutch colonial government. They are using the Red Cross and other charitable organizations to foster their aims."

Since this telegram was sent, British troops have engaged in large-scale actions against the Indonesian freedom movement. Dock workers in a number of Pacific ports have stated their unwillingness to transport material which could be used by the Dutch or the British against the Indonesian fighters.

The New Zealand Labor government has been called upon to take further steps toward the development of cooperative ownership in industry. The annual conference of the New Zealand Labor Party, meeting in Wellington last week, voted to urge the labor government to give workers a more active share in the management of industry, as well as to create cooperative farms. They also demanded that the government take all farm lands now in full production and turn them over to returning war veterans.

(Labor Press Associates)



By PAUL HALL

The absolute necessity of the SIU expanding on the waterfront has become more obvious than ever this week. The Port of Philadelphia, where the NMU has just tried to scab out on the tugboat workers (see Log of last week), is an example of things to come unless we move in to this particular field.

In Philadelphia, at one time, the NMU had the tugboatmen under contract. Then, due to the fact that the basic demands and conditions were subordinated to meet the political needs and necessities of the NMU, the tugboatmen revolted and left the NMU ranks and went into an independent union. After being an independent union for a period of time, they went into the Harbor Workers Union, affiliated with District 50 of John L. Lewis' United Mine Workers.

Then the UMW next tried to take over the MMP on these vessels as well. As a result of their activities, one of the organizers on board one of these tugs was fired. The Harbor Workers Union then not only threatened to walk out because this man was fired, but did.

At the time of walking out and during the period of walking out, the NMU encouraged them 100% to walk off their ships, and expressed itself in support of the beef. The NMU even went so far as to buy a nice white boat for \$750, with which it ran around the Port of Philadelphia calling out on a loudspeaker "Pile off of her, men. Pile off of her."

The Harbor workers naturally expected support from the NMU in the event that they did walk off, in view of their so-called "co-operation" and "unity." However, they were in for a bad, bad fooling—for no sooner did they walk off these tugs to gain their demands, than the NMU shipped 4 scab crews to sail on them. Williams, their Agent in Philly, announced to the public via the press that the NMU would sail all of them.

Thus, we see to just what steps the leadership of the NMU will sink to seize control of the waterfront. They would force their own members to scab on legitimate workers, simply to serve their political ambitions. To this date, outside of approximately 3 of the larger ports, the Seafarers has limited its activities to off-shore vessels. Now, in the face of the commies' attempt to scab on the tugworkers in Philly, it has become vitally necessary that the Seafarers become active not just in one port, but in every port, to guard against such things happening.

MEN WANTED

The response to our recent appeal to our membership to go out on Isthmian ships has been overwhelmingly well-received. More and more SIU members are cooperating, and showing great interest in the Seafarers drive to unionize Isthmian, one of the few large operators still outside the protecting (for the maritime workers) cover of a union contract.

The drive to organize Isthmian is one of the biggest the Seafarers has ever been, and one of the most important. The SIU has made great strides on the waterfront since its inception but a few years ago; and its members enjoy better conditions than any other maritime workers. However, the real future of the Union does not depend so much on the contracts we already have with ship-owners, but on what happens with those companies that are still outside the trade union fold.

As long as there is still an unorganized outfit, of any particular size, just so long must the Seafarers consider itself open to a possible rear-guard attempt at shipowner retrenchment. Until the time when all operators are under an iron-clad contract with the SIU, we cannot consider ourselves secure.

At this time, organizing Isthmian under the SIU banner is our major concern. After that job is finished, we shall turn to the others. Meanwhile, we must leave no stone unturned, no weapon untried, until Isthmian is signed and delivered. As was pointed out last week, the election will take six months to be completed. That means for six months we cannot let down in our efforts. For six months we must plug, speaking to Isthmian seamen, giving them our literature, answering their questions, and, most important, working with them aboard their own ships.

As we have said, the response to the call for volunteer organizers has been well-answered. But, more men are needed—men will be needed for the duration of the campaign. This job that has to be done, must be done for the most selfish of reasons—for yourself.

Although Isthmian seamen will be the immediate beneficiaries of unionization, by getting what they haven't got now—job security, higher wages and better conditions—the membership of the SIU, too, will reap the great benefits that come from the stabilization of the waterfront. An outfit as large as Isthmian, still unorganized, is a threat to everyone's security—so, for your own sake, ship Isthmian and organize.

NO HELLO



One of 8,700 telephone operators who struck Illinois Bell Telephone Co. following breakdown of wage negotiations, Donna Birmingham of Illinois Telephone & Traffic Operators Union (unaffiliated), braves chill rain to picket company's Chicago office.

Performing Mate's Papers Lifted For Three Months

By J. P. SHULER

There are so many jobs in the Union Hall in the Port of New York that you can't see the blackboard for crayon marks, and still the ships keep coming in. We paid off a total of 29 ships for the past week. I don't know where in the hell the crews go to when they get here, but they disappear. So, if there's anyone having a bad time shipping out any place, please come to New York immediately.

The manpower shortage here is making it difficult to keep the Isthmian offices flooded with men. But Joe Udiljak and Bull Shepard have turned into first-class shanghai artists and are doing pretty good. Bull will probably be able to get a job with the South Atlantic SS Co., as they are going to need a shanghai expert to get their ships crewed up—if they insist on putting such characters as Capt. Augusen and Chief Mate Puckas aboard their vessels.

Chief Mate Puckas will not be making any more trips soon, due to the decision of the Merchant Marine Hearing Unit of the

Coast Guard. South Atlantic SS Co. has been informed that no crew will ride a ship with Capt. Augusen, and South Atlantic has promised to pull him off. This was one of the most interesting cases before the Merchant Marine Hearing Unit that I have heard.

The Hearing Chamber was never emptied of spectators throughout the trial. The examining officer who prosecuted this character was a young guy by the name of Cohen. I hope that guy never picks up my papers. He really seemed in earnest. He examined six witnesses appearing against this Mate; all of them gave direct evidence and the counsel for the defense could not shake their testimony in any manner.

The defense had two witnesses—one, the skipper of the ship. Cohen confused him so in the cross-questioning that he forgot completely how to lie and made the statement that he didn't think he had any more to say. On cross-questioning the other witness, the Bosun, Cohen brought the truth out of him, so that the defense refused to examine him except as a hostile witness.

Throughout this trip, this Mate was drunk, shooting at the crew and performing in general. The Examining Officer asked for a permanent revocation but the Hearing Officer only suspended his papers for a period of three months—such is Coast Guard justice. An unlicensed man would have been hung.

South Atlantic SS Co. took the Skipper off the ship and promised not to ship him on another one of their ships. Coast Guard charges will be pressed against the Skipper.

Capt. Perkins of Waterman SS Co. is again on another red pencil spree. As a result a lot of Waterman ships are laying around with no crews because the men don't want to sail on them, knowing that they can't collect their legitimate overtime when they pay off.

FORE 'n AFT

By BUNKER

Of all the ships that sailed under the banner of the SIU, certainly none has been more famous, or had deeper significance in the memories of the men who sailed her, than the Kofresi.

Originally the Konowis, she was christened the Kofresi because, so it is said, the Waterman Steamship Company had an eye on the Puerto Rican rum trade and wanted to please the manufacturers of Kofresi rum, that powerful and delectable beverage brewed down in the palm tree latitudes.

The re-christening of the Konowis to the Kofresi was a signal event that took place in Ponci, with two orchestras making a fiesta day of it and open house announced for everyone on the "Pride of the Islands." The countryside for miles around, they say, trekked rum that was promised free to all hands.

DOUBLE DISTILLED

The orchestra made nice music, the company representatives shook hands with local dignitaries and everything was going fine, till the hot sun started to percolate the Kofresi rum that had been gurgling out of tall bottles all afternoon.

Stimulated no doubt by the love potion reputed to be in Puerto Rican rum, some of the Kofresi's crew started chasing senoritas around the deck. Amorous glances became passes, to which a few senoritas countered with hefty slaps. A fight started. One of the orchestras saw the trend of events, packed up their precious instruments and hurriedly decamped, while the other orchestra took refuge on the bridge. The after deck took on the appearance of a Roman arena, while officials, ships officers, and Skipper (Dog-face) Moline, fired all

hands in lusty Windward Islands invective.

When the senoritas and their escorts hurried ashore, the crew of the Kofresi sallied forth to engage the crew of an NMU scow laying astern. The NMUers soon put to flight and, several more bottles of Kofresi firing their missionary zeal, the lads headed for town.

Progress toward, however, was unfortunately questioned by two Puerto Rican cops, who, after being rendered hors de combat, recovered sufficiently to summon reinforcements. Reinforcements arrived in the form of two trucks full of Puerto Rican cops.

STRATEGIC WITHDRAWAL

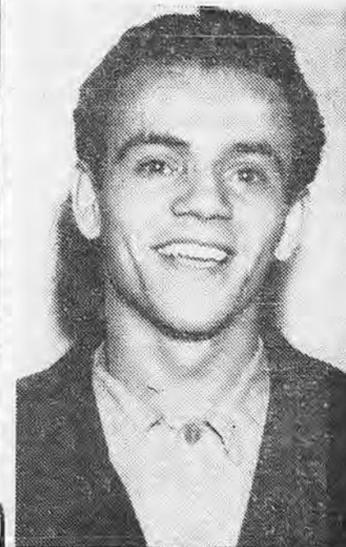
And then, under a tepid island sun, took place the famous battle of Ponci, a battle fought with bricks, stones, fists and odd pieces of wood against Puerto Rican riot sticks that are unequalled anywhere in the world for effective head-bashing.

The battle raged for an hour or more, during which the crew succumbed one by one to superior numbers, better armament, and the potencies of island rum. Casualties included broken hands, broken noses, broken ribs, cracked skulls, lacerations and bruises.

Veterans of the battle, who still foregather when their trails cross to talk over this epic engagement, include brothers Red Simmons, Dexter Worrel, Paul Hall, Herman Johnson, Don Foltz and Frenchy Armingen.

Incorrigible as "Dog-Face" Moline's foc'sle hands may have been, they did, however, make the trim Kofresi the smartest ship in the island trade. Her boiler fronts shone like Park Avenue brass, her bright work was spotless; every splice was perfect, and her running gear was clean as a Yankee clipper's.

ON THE BEACH



Just returned from a three month trip to Rio De Janeiro, Montevideo, and Buenos Aires aboard the SS Henry Lomb. Brother Juan F. Velez, OS, is now waiting for a vessel going to England.

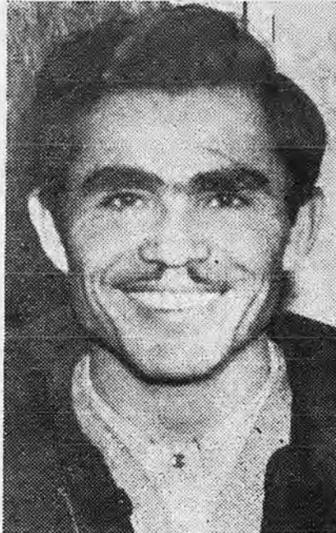
HERE'S WHAT I THINK...



QUESTION: — The Hog Island ships were produced at the end of World War I, and the Liberty ships during World War II. Which is the better boat, in your estimation?

JOE C. REYES, BOSUN—

I've been sailing for a number of years now, and was on the Exmoor (now the Robin Moor) when she was torpedoed near Capetown in the summer of 1941. In my opinion, there is no comparison between the two types, as the Hog Islander is much superior to the Liberty. The Hog really plows through any kind of water, while the Liberty rolls like a drunken sailor even in the mildest sea. Gear on the Hog Islander is also much easier to handle, and the work in general much lighter. I like the quarters aft as they are; and even though they're smaller, they are cooler.



JOSEPH PILUTIS, FWT—

As one who works below decks, I prefer the Hog Islander. She has low pressure turbines, which are better than the reciprocating type on the Liberty, and provide much more room for the black gang. I also think that in comparing the structure of the two vessels, the Hog Islander is more sturdy on account of being a rivetted ship, while the Liberty is all welded. The crew quarters on the Hog are much cooler, probably on account of being located aft, and at a fairly low level in the water. This makes it much nicer for sleeping conditions.



STEVE CARR, AB—

The Hog Islander is really paradise for the deck gang on account of the more easily handled gear. I've only been sailing four and a half years, but during that time was torpedoed while on the Alcoa Victory coming through the Persian Gulf on July 4, 1943. The Liberty rolls all over the water, and the Hog Island goes through any kind of weather riding a lot easier. Some defects in the Hog are the steering gear aft, and the smaller, more crowded quarters. However, even though crowded, the quarters on the Hog sleep a lot cooler.



F. TOMAS, AB—

As a seaman who has been sailing for over nine years now, I've sailed on both the Liberty and the Hog Island. Seems to me that there is a lot less work on the Hog Island. The rigging is a lot easier to handle, and she steers better than the Liberty. Sleeping quarters are cooler even though a little cramped. The Liberty stands higher in the water, and as a result rides rough even in fairly smooth water. On the other hand, the Hog ships go through almost any kind of weather riding smoothly. I think the Government should have learned a lesson through the Hog's superior performance.



The Felix Grundy Crew Squares Beefs With Its Bucko Skipper

Steward dept. delegate John Flynn, Cook Eugene Crescitelli, and Chief Steward Joseph "Doc" Sussman of the SS Felix Grundy had some tough experiences with the Skipper of that vessel which merit being brought out into the light of day. On your list of bucko masters add the name of Captain Wade—another high flying lad who had his wings clipped by the SIU.

After leaving Baltimore, Wade started right in to discriminate against the stewards dept. by holding inspection in their foc'sle as early as 7:00 a. m., and lecturing them about cleanliness. He remarked, "I'll lower the boom quietly on anyone who hasn't their bunks made up when I inspect."

When the Chief Steward sug-

gested that inspection be held at 10:00 a. m., or later, as the Stewards had to be on duty at 6, the captain replied, "I'm running this ship and any man, including you, when I say frog, jump!" He also warned Doc that before the trip was over, he would be broken in rank.

Sussman immediately contacted Delegate Flynn, and explained the entire matter to him. They both went to the captain, and Flynn requested that he stop persecuting the steward dept. Captain Wade shouted, "Before I'm through with you, you'll be a Wiper aboard this ship." When Flynn wanted to know why, the skipper replied, "No delegate from any union can come and talk to me when he wants to. When I'm on the high seas, I'm master,

and there's no union."

CHIEF STEWARD BROKEN

Two days before arriving at Marseilles, Doc criticized the Chief Baker for turning out poor bread and cakes. Receiving an insolent reply, Sussman told the two Bakers to report to the galley as utility men. The Captain called Doc some two hours later and bawled him out, telling him to go to his foc'sle and issue no more orders.

When the Chief Steward reported to the skipper next day that the two bakers were working as utility men the captain accused him of disobeying orders, and said that he would be logged. On the following day, when Delegate Flynn and Sussman reported to have the log read, Doc was reduced to Army Chief Cook.

CG BELITTLES SIU

Wade informed Crescitelli that he was up for disobeying orders after his return from shore leave allowed by Chief Steward, and the Coast Guard told him that he would be removed from the ship at Marseilles. When asked where he would like to be tried, he replied that he would rather wait until the vessel returned to the U. S., where he could secure union support.

After the Coast Guard Commissioner asked him what union he belonged to, and he had replied that he was an SIU member, the CG man said that he used to belong to the NMU and that, "The NMU is the only union that might be able to help you, but I don't know about any other union." The captain then agreed to hold his trial in the U. S., but after arrival at Norfolk, no trial was ever held.

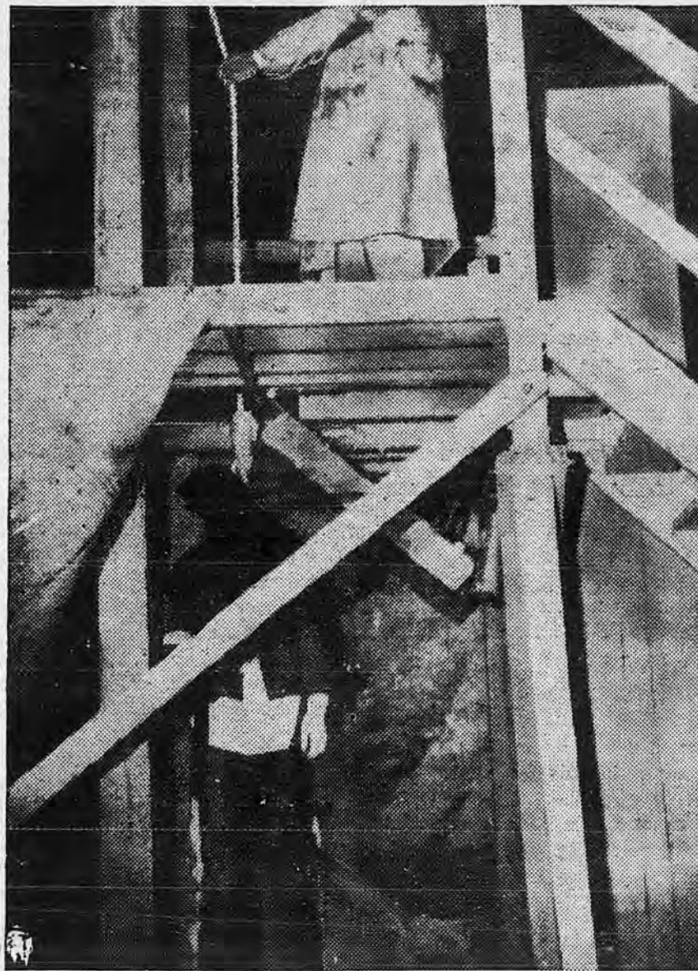
Sussman was also charged with disobeying orders, and chose to be tried in Marseilles. Coast Guard Commissioner King refused, threatened to remove him from the ship, and said that he was there to please the Captain.

DELEGATE DEMOTED

On Oct. 25, after leaving Marseilles, the Captain called Delegate Flynn, and informed him that due to shortage of help he was being demoted to Wiper. When Flynn stated that there was a shortage of five men in the Steward Dept., the Captain merely read him the log. Next day, he reported to Chief Engineer Zane as a Wiper, and the Chief made him FWT within 15 minutes after reporting.

At Norfolk, Agent Ray White secured settlement for both Flynn and Sussman on their beefs regarding wages. Commissioner Engrel at Norfolk rebuked the captain for breaking the law, and left hurriedly when Flynn told Captain Wade that he would seek to gain damages. The Grundy members, in view of these happenings, think that some form of collusion existed between the Coast Guard and Captain Wade, and after listening to their story, as reported here, we're inclined to agree that something has a strong odor of fish.

HE DIDN'T GO FREE



Dangling from gallows in Bruschal, Germany, is the body of Joseph Hartgen, one of five German civilians hanged for the murder of six U. S. fliers who parachuted from a disabled plane in 1944. (Federated Pictures)

Future Looks Good In Savannah

By ARTHUR THOMPSON

SAVANNAH—We paid off the Augustus P. Loring of the Eastern SS Co. in Charleston, and it was another clean payoff. There were no beefs at all. The delegates were Leslie Rut for the deck department, William Maddox for the engine department and Lanty Green for the stewards department. They had everything lined up and ready when I came aboard.

There are a couple of ships due in Charleston for next week, but they are in transit and are already on articles. One other is in the stream waiting to be unloaded, and should payoff in about a week.

We have only one ship in Sa-

vannah, the SS Ira Nelson Morris, which is in transit. So far no replacements have been called for her. There are still plenty of jobs down here, and things are still looking good for the future.

Quite a few of the oldtimers are coming back, after making a six month trip on the Frederick Dau; and after a couple of weeks at home most of them will probably be ready to ship again. At the present time, however, we only have 20 men registered and some of our Jobs are going begging. We have no hospital cases as yet and hope things will stay that way.

THE MEMBERSHIP SPEAKS



REPORT DEATH OF SIU BROTHER ON ROBIN TUXFORD

Seafarers Log.

This is to inform the membership of the death and burial of Michael Panoff, AB, Book No. 30791, who signed articles on the SS Robin Tuxford August 24, 1945, in New York.

At about 6 (p.m.) . . . Oct. 6 . . . in . . . Salerno, Italy, while assisting in straightening . . . hatch covers . . . Panoff fell . . . into lower hold, striking his head. . . He received a fractured skull and other injuries which resulted in his death. . . He never regained consciousness after the fall.

He is survived by a brother, John Panoff of 100-34-67 Drive, Forest Hills, L. I., New York.

We wish to express our regret at the passing of a brother whose qualities as a seaman and a shipmate were of the finest, and whose death is a loss to all.

Funeral services were conducted by . . . Father Flavian J. O'Donnell, Capt. US Army . . . and the burial was in the US Military Cemetery . . . Plot L, Row 12, Grave 134.

Four beautiful wreaths were placed on the grave (from the workers of Salerno, the Tuxford Crew, ship's officers and the WSA.)

The crew of the Robin Tuxford wish to express their gratitude to Captain Hocken, for arranging that members of the crew attend the services. . . .
The Crew—(SS Robin Tuxford)

CRITTENTON CREW CONTRIBUTES TO UNION BROTHER

Seafarers Log:

The crew of the SS Florence Crittenton would appreciate the publication of this notice in the Log.

To VERNON L. PORTER
Book No. 505

We are sorry to hear of your ordeal in prison and we have, in gratitude of your good fellowship, contributed \$185 (one hundred and eighty-five dollars) which is being sent your way via Brother Jack White, 30234, who is handling the contributions.

We sincerely hope that this contribution will be of help to you. The best of luck to you and may we again have the pleasure of sailing as shipmates.

On behalf of the crew,
B. Cartwright, Dk. Del.

McDONOUGH CAPT. GIVES LESSON IN PENNY PINCHING

The Log:

We have just payed off the SS John McDonough after having sailed with the cheapest war born skipper we ever met.

We had nothing but trouble with OT and various other beefs which were duly straightened

out by the Frisco patrolman.

The skipper, Captain Kirkconnel, says he's a great economist because he has been a banker all his life. We are enclosing a sketch showing the kind of economics he understands best.

The cheapskate carried his own seabag and grips to save



the piece off and the sooner we get these thirty day wonders back to their coupon clipping the better off we'll all be.

Just to show you what a cheap ship this was, when we were in Germany and needed tools to work with, the mate told us to go to the Gestapo headquarters to get some. (They are available there if you're quick at getting things without the owner's permission.)

Carl C. Lawson

OTIS E. HALL CREW "MILITANT TO A MAN"

The Log.

We three delegates of the Otis E. Hall, would like to show our appreciation of the cooperation and unity of the crew together with that of the SIU port agents in both New York and Philadelphia.

The ship was stored in New York for a three months trip, according to the port Stewards of the American Liberty Steamship Lines. However, our Steward found, during our shift to Philly, that the chill boxes contained dried onions, white potatoes, sweet potatoes, and rotten stores from last trip in large enough amounts as to make the ship seemingly well stocked with fresh foods.

The Old Man, after inspections of the boxes with the delegates and Steward, agreed that additional stores were needed. With the OK of W. J. Hill, a vice-pres. of the company, our Steward put in requisitions for all stores actually needed. Nothing happened. It was only after a word from Mr. Hill that we were even able to secure one lone delivery of daily stores like milk and bread.

After the wagon had been in port three weeks, the crew finally became tired of being pushed around by the co's. port agent, Dominic. It appeared that we were to be sent to sea without the necessary provisions. At this the crew, militant to a man, decided on action. The kind of stuff that made SIU ships what they are today.

Working with Brother Collins, the crew voted to set her down. The Company and the Old Man,

ignoring a 48-hr. warning of "no food—no sail," got a hell of a surprise and a 24 hour delay in shoving off.

Let this be an example to donkeys like Dominic, who threaten delegates with Coast Guard action, that seamen still have rights.

After leaning over backwards all during the rough years of the war, trying to cooperate with a dozen government agencies as well as the companies, we believe in a reconversion to peacetime contracted conditions and activities.

Incidentally, our Steward, Carlos Diaz, showed himself a 100% union man in standing with the crew in this as he did.

—R. H. Closs (Deck), Howard C. Hutcherson (Eng.), C. O. Win-skey (Stw.).

SIU MAN'S WIFE DISTRIBUTES LOG TO HER FRIENDS

Seafarers Log:

Since 1942 I have greatly enjoyed reading your publication "Seafarers Log." During my husband's long trips to sea we unfortunately missed many interesting editions. Now through your direct-by-mail courtesy, not only shall we steadily avail ourselves of its highly important contents, but shall pass it on to a heretofore unenlightened public.

Among those "Strangers" whom the "Log" has already reached, it has been interesting to note how many "didn't know." Now they know—and are genuinely interested!

All items are excellent. Your sense of humor thrown into the teeth of adversity is morale

building for any good cause. Your editorials are vivid and to the point.

Your publication, with its high ideals and constant endeavor for the bettering of living conditions for the merchant seamen, should be recognized—and applauded—by all men!

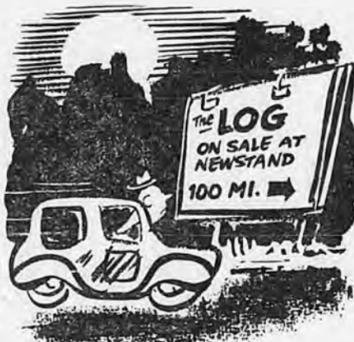
Sincerely,

M. Benway
(Wife of Charles P. Benway)

HAPPY IS THE UNION MAN WHO HAS A UNION WIFE

Seafarers Log.

My husband is a member of the SIU (Pacific District) and every time he comes home, he



brings a copy of the Seafarers Log which I find interesting to read.

We live 138 miles from Frisco but every Monday night, when he is in the States, he makes the trip down there to attend the Union meetings and doesn't get back before 2.00 a. m.

Now that he's shipping out again I would like to have the Log mailed to me so that I can follow the good work you're do-

"Merchant Seamen"

The merchant seamen seldom boast
That they carried the goods where needed most.
But some flag-waver ashore asks where you work and why?
And the merchant marine is your reply.

"Draft dodger" he cries. "You low class bum
You make all the money and have all the fun.
You gripe like hell if things ain't just so
And when you come ashore you're loaded with dough."

This ignorant jerk always forgets
That quite a few men went down to the depths.
In '42 when the sinkings were high
The merchant seamen were ready to die

We carried the goods to the different fronts
Yet we're known to the world as a bunch of drunks
All that's said for what we have done
Is "go back to sea you dirty bum."

Some "Volunteers" the draft board got
And "Broadway Commandoes" who have never shot
Will sneer at the men of the merchant fleet
And curse every seaman they chance to meet.

Now that the war is over and thru,
Some merchant seamen will go home to
The scorn of their neighbors and fairweather friends
But that is not where the story ends.

For the men who've seen action, Gob or GI
Who've seen men suffer and seen them die
Will hail every seaman as a comrade in arms
When they meet by the sea or the tropical palms.

Donald McEwen.

ing in the interest of the seamen. I well remember the raw deals they used to get.

Enclosed please find a two dollar money order to help carry on the good work of the Seafarers Log. I also want to compliment the SIU for their stand against those detestible communists. The members did a good job in the longshore dispute and I know they will keep it up.

Wishing you all the best for the holiday season and better sailing for the year 1946.

Yours very truly,
(Mrs.) Edward J. Fries

ATTENTION CREW OF JAMES M. GILLIS

From St. Louis Missouri comes this interesting letter of appreciation from returning soldiers to the SIU crew which brought them home aboard the SS James M. Gillis. The letter is signed by three members of the First Inf. 6th Div., and they say that it's the feeling shared by their outfit.

Seafarers Log.

We would like very much for the crew of the James M. Gillis to know that we appreciate all they did for us and we send this along in the hope that you will be able to print it in your paper.

We have read quite a few of the Logs and think that it's a good paper. Some of us were members of unions before we entered the service and expect to return to them in the near future.

We want to say that we think you are doing fine for the men in the SIU and we hope that our branch of the trade union movement can do as much for us when we get back to work again.

We were passengers on the ship for 48 days and, truthfully couldn't have been treated better in the homes of our best friends. The crew was a fine bunch of men who worked well together. They never had any trouble among themselves, as many groups of men would confined in such a small area for such a long time.

The food was very good and excellently prepared and we had nice sleeping quarters with plenty of clean linen. It seemed that the crew was always trying to do more for us even when we had everything we could need.

So expressing our thanks to the crew and to the Union which makes these things possible, we say good luck to all of you.

C. H. Morris,
J. E. Dugan,
M. R. Bowers.



SHIPS' MINUTES AND NEWS

Digest Of Minutes From Various SIU Ship Meetings

MV Cape Texas

NEW YORK, Nov. 15 — Special meeting to take up black gang beef concerning donkey watches for oilers. **Julio Evans** elected chairman, **Ramon Encarnacion** elected rec. secretary. Chairman explained that the agreement stipulates that overtime must be paid for this work on week days between 5 p. m. and 8 a. m. provided the ship is in port and they do not break watches. **Ralph Carbone** moved that nobody sign on until this beef is squared away. The motion was carried unanimously. The chairman then spoke on the value of union solidarity. 29 men were present from all departments. 26 were book men the others trippers. **Eugenio Acabeo** moved that all present list their names and book numbers for attaching to the minutes. The motion was seconded by **Gordon Marvury**. It carried. A committee of three, **Ernesto Cortez**, **Ramon Encarnacion** and **Ramon Aguiar**, was instructed to meet with the two absent members of the stewards dept. explain the action of the meeting, and urge them to concur. The rec. secretary added this note to the minutes. "Great enthusiasm and unity was shown at the meeting. We have a 100% Union crew of which the SIU should be proud."

~ ~ ~

SS Thomas J. Lyons

AT SEA, October 24. — T. Short elected chairman, J. Renka elected Recording Secretary. Ships delegates listed everything in good order with the exception of the steward dept., which delegate C. R. McClure, reports has a dispute as to how many men constitute a steward dept., on liberty ships. Fred Serrahn contacted New York hall long distance from Charleston, N. C. and received information that seven men plus the Steward, total eight men to complete a Stewards Dept.

Crew went on record to express satisfaction of good work done by the 1st and 2nd cook and Chief Steward. The vessel left N. Y. not properly stored nor equipped. These men are congratulated for the good handling of their department in spite of this shortage.

~ ~ ~

SS Cape Corwin

AT SEA, September 24 — Meeting called to order for purpose of offering suggestions to Steward for improving the chow, and welfare discussion. J. McMahon, Chairman elected by acclaim, Recording Secretary, R.

Gorrie Deck Gang Charges Mate; Skipper Involved

It was just "fair weather" according to the John Gorrie skipper's log and nothing untoward was happening aboard as the scow steamed in the direction of Bordeaux. Without wishing to disturb the skipper's dream of harmony and contentment aboard his vessel the Log, this time the Seafarers Log, wants to let him in on a little secret.

On September 26, 1945, after a three-day drunken spree, Simon V. Pukas, his mate, bent on murder, was holding forth on deck armed with a 30-30 rifle which, in his drunken stupor, he was firing indiscriminately.

Sorry to shock you, skipper old man, but the Log, that is the Seafarers Log, seems to feel that a little incident of attempted murder is something that should appear in your ship's log.

Now this mate, not content with his indiscriminate shooting, started to discriminate, this time picking Ordinary Seaman Jerry Greenberg for his target. As the OS walked forward unsuspectingly, the mate let go with a shot "across the bows" but fortunately, according to the crew, the first one was a dud. Greenberg, not fancying himself a dead martyr, promptly hit the deck (in fact he is said to have started his own private fox-hole), and the second shot, not a dud this time, missed.

So much for this gem of news for Skipper Rudolph Augustsen to enter belatedly into the ship's log. Now for some other information, not yet recorded by the worthy captain.

This same man, Mate Simon V. Pukas, had an almost fantastic craving for masculine affection and attention, which went

Herrmann, elected by acclaim. Steward told meeting just what the food situation was on board and asked for suggestions for changes in menu. These were offered and after consideration by entire crew a list of changes was made and were duly turned over to the Steward at the completion of the meeting. Chief Electrician asked chair to open discussion pertaining to working rules and duties of electricians. Such was done. The recording secretary added this note to the minutes. "Since above meeting and carrying out suggestions of this meeting, the feeding aboard this vessel has improved greatly."

~ ~ ~

SS John McDonough

MANILA, Oct. 1 — Meeting called to order by **James Disario**, deck delegate. **Bosun Carl Lawson** elected chairman unanimously. Oiler **Busby** moved that Messboys divide work of cleaning stewards dept., toilet and shower. **S. Collet (Dk. Mnt.)** moved that toaster and orange squeezer be removed from officers mess to scullery. Seconded by **Triolo**. **Ch. Ck. Forsythe**, formerly NMU, stated intention

THREE MEETINGS ON DE SOTO STRESS FOOD AND CLEANLINESS

The necessity for proper feeding and cleanliness of ship and gear was stressed at the shipboard meeting on the SS De Soto Sept. 26 in Buenos Aires. A motion instructing the

three ships' delegates to meet with the captain in regard to conditions of feeding aboard ship was unanimously adopted. The delegates were also instructed to take up the matter of dishes, table linen and other gear.

Licensed officers were told to stay out of the crew's mess and refrain from using the crew's gear.

The meeting was chaired by Brother H. Braunstein and Joe Olya was recording-secretary.

MEETING NO. 2

At the second meeting aboard the scow, Braunstein was again elected and R. McInruff replaced Olya in the secretarial post.

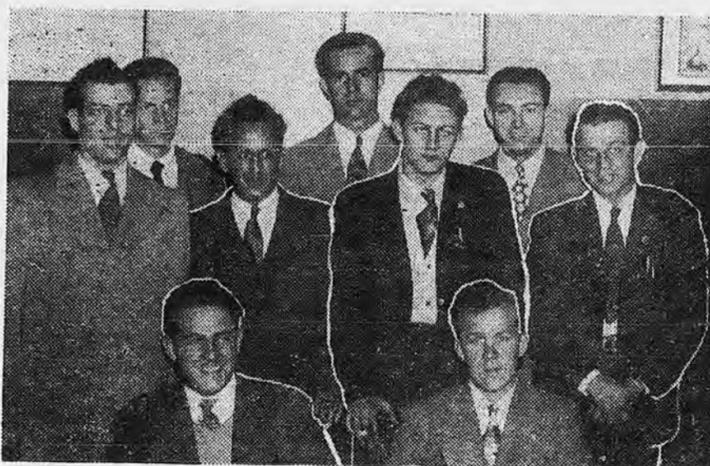
Discussion concerning trip card men Reindern and Scidini who had made previous trips on cards and not joined the Union was followed by a recommendation that this matter be referred to shoreside officials for further action. The recommendation was adopted. The crew then adopted a motion warning Matthews, who had not attended the meeting, against leaving dishes dirty and urging him to be a better union brother. This meeting was on Sept. 28.

NOV. 11 MEETING

On November 11 the crew held another meeting at which the members went on record to refuse a payoff until all beefs were squared away. It also adopted a motion demanding that the soldiers aboard the ship "shall be fed in the same manner and quantity as the crew members."

Olya was recording secretary of the third meeting and Braunstein again won the chairman's assignment.

SURVIVORS OF THE FIRST MATE



Members of the John Gorrie deck gang gather at the New York Hall to discuss "near misses" in their encounters with the first mate. Left to right, standing, P. Tanski (AB), Paul Schad (Dk Mn), John Belinski (AB), Ivan Radovic (AB), Joseph Grant (AB), Herb Mielke (OS) and Nick Roll (OS). Seated, Jerry Greenberg (OS) and Ed Kairis (AB). The mate "remained true to the deck crew" they reported.

far beyond the usual desires of those unfortunate afflicted people.

Of course, it must be admitted that the mate showed fidelity to be his watchword, in that he remained true to the deck crew and never once pursued his ardors in the black gang or stewards' department. Whether he showed endearment for the occupant of the log room is unreported.

of becoming SIU member. The crew approved and five book members signed statement to that effect. They are: **Busby, J. G. Carr, W. Kosmidor, J. Disarmio and C. Lawson**. Secretary instructed to write decision to Union. Following one minute of silence the meeting adjourned on a motion by **Busby**, seconded by **S. Collet**.

Recording-secretary was **Walt Swohla**. The meeting also discussed shipboard beefs which were squared away aboard.

~ ~ ~

SS Samuel H. Walker

AT SEA, October 29. — **B. M. McCormick** moved that charges of non-union conduct be preferred against **M. C. Gaddy** (steward) upon arrival in port. The motion was seconded by **B. Jensen**. It was brought out that the Steward did not check provisions before leaving port, leaves insufficient night lunch, refuses to pay overtime to pantry men for ten extra men.

~ ~ ~

SS Henry Lomb

AT SEA, Oct. 27 — Serious beef concerned deficient food

supply which was not sufficient to permit balanced meals. Repeated suggestions for improvement, made by the crew, met with complete indifference on the part of the Steward. In the engine department, the Ch. Eng. posted a notice saying he and the 1st were the only ones who would authorize overtime. Disregarding the notice, the 2nd turned the Fireman and Oiler to. The Chief threatened to break the 12-4 Firemen down to Wiper if he dared turn in any more overtime on sea watches. The crew strongly emphasized the need for Patrolmen at the payoff. Delegates were **Andrew J. Morvay** (Stewards) **Carl G. Frey** (Engine) and **Allenby** (Deck).

~ ~ ~

SS Thomas W. Hyde

Oct. 10. — **Lonnie Grantham** was elected chairman and the first order of business was election of delegates. **Rogers, Donald Long** and **Eugene Smith** were unanimously elected as delegates for engine, stewards and deck departments respectively. The stewards department was reported two men

short. **Grantham** delivered a talk on the union way of helping members and other men participate in discussions. He advised all to read up on SIU literature, particularly the Constitution.

Recording Secretary was **Niel F. Nielson**.

~ ~ ~

SS Thomas W. Hyde

(Second Meeting)

Deck department delegate reported four trip cards, four p. b.s and three books. **Gasperinni** will have time for full book. Steward dept. reported three book men, four p. b.s, sixteen trip cards and beefs about lockers, bunks, mattresses. Crew members who had intended to sign on for next trip insist that these things are corrected before they sign articles. Also discussed was the question of overtime for painting. Engine dept. report showed three book men and seven trippers. One, who said he didn't want to join a union, was recommended for the 99 year club. Name is J.

(Continued on Page 7)

Joseph Hewes Crew Files Charges Against Four Men

AT SEA, Oct. 22.—Meeting aboard the SS Joseph Hewes called to order at 8 p.m. **John Hansen** was elected chairman and **T. Winders**, recording-secretary. Reports of delegates followed. **Ray Delker**, AB, "We have 7 full books, 1 probation book and 2 trip cards in the deck department."

Engine Delegate **Lester Kimbriel** reported 4 full books, 1 p.b., 4 trippers and Stewards Delegate **George Dinass**, 4 full books, 8 p.b.s and 14 trippers.

The stewards department delegate pointed out that Messman **E. A. Miller** had signed on without clearing through the Union hall and was turned to by Acting Steward **Conrad**. **Kimbriel** made a motion that the Steward be brought up on charges but the motion was later withdrawn when **Conrad** explained he had been under the impression that the Chief Steward (who had been left on the beach) had picked up **Miller's** card. As there was considerable confusion because of the chief's failure to board the ship, the matter was voted to be turned over to the Patrolmen for a thorough investigation.

The need for fumigation had been called to the attention of the captain and he had promised action when they got to France. The deplorable conditions left by the prior crew were condemned as being "not at all in accordance with SIU standards." Meeting adjourned at 9:45 p.m.

FUMIGATION IMPOSSIBLE

AT SEA, Nov. 1.—Chairman **Hansen** called the meeting to order at 8 p.m. The body then took up unfinished business such as the matter of fumigation. It was pointed out that inasmuch as the ship had only been in LeHavre for a few hours, fumigation had been impossible. The captain had rejected the idea of deck boards for showers and the delegates were instructed to see him again.

Brothers **Wagner** (deck), **Fishel** (engine), and **Higgins** (stewards) were elected to make up a work list. After some discussion a motion was made demanding that new innerspring mattresses be supplied the crew because the present ones were hard and thin and of poor quality. It was recommended the matter be brought before the next joint meeting in New York.

The meeting adjourned at 9:20 p.m. after adopting a motion that nobody sign off before the Patrolmen board the ship.

Brother **Winders** was recording-secretary.

FOOD IS TERRIBLE

AT SEA, Nov. 10.—**Hansen** again elected chairman by acclamation as was **Winders** to the rec.-sec. post. In the delegates' reports all departments showed disputed overtime and a volunteer committee was formed to assist the Purser in giving each man an account of wages due. The following brothers volunteered: **Hanson**

(engine), **Hall** (deck) and **Centers** (Stewards).

It was reported that due to the shortage of one Steward, the entire dept. had had "a mardi-gras." The food had been terrible during the entire trip and on more than one occasion the Messmen had been told that there "isn't any more" for the watch eating at the second table. Delegates' visits to the Steward produced many unfilled promises but after a full and open discussion it became clear that the trouble was because of the absolute lack of cooperation in the department. It was decided that the offenders be brought before a shore committee.

UP ON CHARGES

SPECIAL MEETING, Nov. 10.—**Hansen** called meeting to order at 2 p.m. Only order of business was a motion duly made, seconded and carried, that the following men be charged as follows:

John Higgins. Incompetent, uncooperative and for actions unbecoming an SIU member, such as refusing to take orders from Steward and Chef and using insulting language to sincere book members who were trying to better conditions for the crew.

Kaiser (2nd Ck.). Totally incompetent, uncooperative, viz.: The crew agreed at a previous meeting to observe ship rules by keeping soldiers out of crew's quarters. **Kaiser** used his foc's'le to run a card game, fed soldiers with crew night lunch, in fact used his trip card as a vehicle to hustle the GIs and crew. Several lost substantial sums of money. **Kaiser** persisted after being warned. Such actions would destroy the Union's good name.

Gomez (2nd Ck.). Totally incompetent.

Bernstien. This man recruited a soldier from among the passengers to do his work.

The complaints were signed by the following men: **Lester Kimbriel**, **John Hanson**, **Opostokas Kalanidas**, **Al Pateras**, **W. C. Wagner**, **R. J. Congdon**, **L. J. Hall**, **C. L. Kemper** and **John Francutt**.

HE WONDERS



Jeff Davis saw the new Coast Guard papers before he shipped out. "I wonder what their next move to grab power will be," asks Jeff.

Digest Of Minutes From Various SIU Ship Meetings

(Continued from Page 6)

Hamlon or Namlon. Other ship-board beefs were discussed and settled leaving only the bunk and locker situation for the Patrolmen. Chairman **Lonnie Grantham** again spoke on SIU organization matters.

SS Tarleton Brown

BRINDISI, Italy, Oct. 7 — **Fitzgerald** elected chairman and **Sommer**, recording secretary. Deck delegate **John W. Samsel** spoke about cleanliness of the mess halls, keeping tables clean and feet off chairs. Ch. Steward suggested fines. The members voted that **Person** is not to be served unless he is properly dressed. Black gang delegate **Tony** went on record to say that everything was running in harmony and the engine department had no beefs. The same report was made by the steward dept. delegate, **Phillips**. The Bosun proposed that no clothes be washed in showers.

SS Tarleton Brown

OCT. 21. — No beefs reported from stewards or black gang. One member of deck crew complained about heads with a request that they be improved in cleanliness. The Steward warned the crew against selling food to GIs or bringing any of them to the crew's foc's'le. He pointed out that the latter practice disturbed men who were going on watch. \$1.00 penalty was voted for infraction of these rules. Chairman was Bosun **William Simmans**. **Manuel Marin** was recording secretary.

GI Paper Lauds SIU Members On SS Thomas Hyde

Final edition of the "Fryde Hyde" official organ of the GIs, returning on the **Thomas W. Hyde**, commented editorially on the cooperation the troops received from all hands aboard the **Calmar Liberty**.

In another article the troop commander, Lt. Col. A. E. Betschich, thanked the skipper and "his most efficient crew" for the excellent and interesting voyage during which good food, well served "and accommodations exceeding those expected on a vessel of this size" left nothing to be desired. The Col. said "We were all agreeably surprised to find ourselves traveling in such comfort and this comfort was the work of Captain **Hansen** and his crew."

HAVE YOU VOTED?

CUT AND RUN

By HANK

Andy Thevik, one of the old timers, is going to comb the Brooklyn beach until he runs out of those **Khorrashar PX stogies**.

Bosun **James Scott** became the proud father of a girl. Mother, child and father are doing fine.

The Norfolk hall is a fine resting place. Almost empty and noiseless with about ten guys waiting around. No reason why the picards there don't send us at least a weather report.

Deck Engineer **Weaver Manning** has lend-leased nine bucks to 2nd Ck and Baker **Henry McDilda**. Both were gassed up at the time. **McDilda** would do fine if he spent the nine smackeroos learning to bake bread.

While those pea-jacketed Maritime School refugees breeze through the first deck in subway rush hour fashion, and familiar shellbacks are rustfully anchored around the bar waiting for salty shots to head their way, there's plenty of news about brothers to be logged.

There's a beef about **Alfred "Smokey" Lanton** who's sailing chief mate these days for Mississippi. He made a bad impression on his unlicensed brothers so it looks like the scrambled brass is giving him lead poisoning of the brain.

Little **Tommy Counihan** sure climbed fast even for an ambitious kid. He's third mating on a tanker now. Another young shipmate who's third mating is former Bosun **Virgil Conrad**. Hope he's improved in dealings with his union brothers.

The last time we saw **Bosun Espur H. Dam**, following that '43 trip on the **Del Aires**, was his appearance as third mate having a drink below the old Stone Street Hall.

We've got a swell (but plenty tough and mustachioed) doorman keeping out the foul-weathered brothers at the New York hall. Nice work, **Slug Siekmann**, in keeping out those two guys who just wanted to look around "because we have trip cards."

Our big and important organizing machine is being oiled successfully by "**Bull**" **Shepard** and his equally handsome brothers, **Gene Dauber** and **Joe Udeljack**.

(Editor's Note: We apologize for Hank. Calling the organizers "handsome" is a sign of astigmatism or perhaps DTs. Before **Udeljack** came on the others were known as "the gruesome twosome." Nobody has thought up a name for all three,—yet.)

The best humored and busiest working Deck Engineer we've ever met is an old timer named **Fred Johnson** (Bk No. 117) who's aboard the **SS Tulsa** right now.

Wonder if **Thomas "Rebel" Melton** ever decorated his puss

with another beautiful black beard.

If **Harry Bernay** keeps sailing Mississippi he'll own the officers' mess saloon. Unless he decides to get his own restaurant somewhere around New York.

Anyone know the whereabouts of Oiler **Paul Gondzer** who was trying so hard for promotion to third. His soldier brother should be getting home from Persia soon, and **Paul** may have suspended operations to be with his family.

Don't suppose any wise guys like that big smilin cook bother Fireman **Harold Barrentine** these days. **Barren** hasn't hit New York for a long time.

A couple of fresh beers and chatter about old times with those two old Missouri mules, Oilers **Patrick Kearns** and **Clarence Adolph**, would go good right now.

Waiting to hear from **Gene Moon** who shipped on a Robin scow and became deck delegate.

Attention all Eire newspapers. Messman **George Kelly** should be visiting his parents there. We don't know how many points the Irish law allows for a discharge, but **Kelly** should have enough.

Has anyone seen "Seabreeze?" We mean **Simon Forgette**, who did so much chairhopping in that Panama saloon and missed the ship which was heading home after a five month voyage.

Is **James Holme** married, hitting Australia or sailing to Puerto Rico to say "hullo" to **Bud Ray**?

AB Charles McKee visited Beaver Street the other p.m., took one look around and left for Frisco to ship out again.

Why so much free advertisement around the New York hall for that first mate on the **John Gorrie**? After all, there's an old saying, "One man's meat is another man's poison."

Looks like Messman **Harold Farrington** shipped out a few days ago. He hasn't grown a beard since those days on the **George Pickett**.

We just saw the report from the **William Lester** sent from Japan by the crew. Their description of the skipper and chief mate is magnificent but unpub-lishable.

We were kidding one of the **Log** writers the other day about the joys of a picard's job. He didn't answer but slipped us a poem he had just received from a seafaring poet laureate. He said, "We have to read these." I withdraw my remarks about picards. Anyone who has to read stuff like that is a hero of the labor movement.

(Editor: Hank is just fooling. Most of the stuff we are getting is good.)



BULLETIN BOARD

SS THOMAS SULLY

James Gordon	98.75
Ernest Fickett	19.80
John Frankowski	2.89
Ralph Sturges	3.24
Peter Nicolaides	4.43
Garnett Stevens	5.98
John McDonnell	7.84
Lyle Smith	8.71
Darius Aurman	3.57
Wallace Gibson	3.57
Floyd McNair	3.17
N. N. Bathia	3.17
A. Von Lerberg	2.58
Purvis Parker	2.58
Wm. Lichtenaner	2.58
Martin Collins	2.58
Richary King	8.32
Robert Dunning	1.00
Bill Woodham	10.20
Fred Manry	3.82
Ralph Whitley	13.79
Floyd Graham	10.20
C. M. Blackstock	10.80
Raymond Roach	13.18
D. L. Lavender	1.68
Geo. A. Yeager	5.89
Billy Brown	2.83
Elton Sanders	2.83
F. W. Mobrhusen	3.47
Leland Jacobs	3.47
Leonard Morris	7.49
Clarence Yackel	18.43
Robert Breaux	5.94
Chas. Holder	.84

SS FRANK R. STOCKTON

C. Schwartz	\$ 8.66
W. Maseley	4.60
A. Lallesaya	12.02
P. Cox	5.07
Francis Altman	2.69
Henry Gable	23.12
Edward Farch	2.69
Ferdinand Hartung	2.01
Harold Vincent	2.69
Peter Barnett	13.43
James Gresback	6.71
Donald Quinn	32.67
Warren Burton	2.35
James O'Connell	1.34
Maurice P. Corbett	4.03
Melford Grier	1.08
M. Holm	1.00
Edward Janich	3.37

SIU HALLS

NEW YORK	51 Beaver St. HAnover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	6 North 6th St. Lombard 7651
NORFOLK	25 Commercial Pl. 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 1885
GALVESTON	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	902 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231

**—Unclaimed Wages—
Calmar Steamship Company**

Towell Vinal	6.73	Leo A. Bolton	4.67	D. A. Austin	3.19
Malcolm Cross	15.20	Ernest Pelsey	5.15	P. Miguel	2.89
Carl Yost	23.86	H. H. Turner	.84	L. T. English	2.89
Victor Maldonado	15.09	W. Peterson	2.41		
Giovanni Labbato	15.09	Joseph Mesta	2.41		

SS J. WILLARD GIBBS

John Smith	\$ 27.01
John J. Comfrey	6.04
E. McStowe	2.01
S. Chillin	98.75
R. Solberg	98.75
A. Feliciano	.67
J. J. Radziwicz	2.01
A. Loy	4.03
I. P. Matazko	9.50
Frank Tonas	13.63
Maurice Norris	4.37
D. Brummond	7.05
James Minton	9.07
Geo. Davis	3.69
Max Seidel	2.01
A. H. Kuffner	4.70
L. R. Burdette	3.97
Daniel Redington	5.57
D. Staserich	5.56
A. B. Chalmers	3.95
Edgar N. Jacobson	1.97
N. M. Patton	3.36
Hyman Patask	3.36
Geo. H. Bryand	1.18
Paul Crowley	6.03
D. Coffey	9.61
R. McCauley	8.69
E. Velez	11.06
Geo. Ruel	8.69
E. Bellington	11.36
J. Henault	13.40
John Szyayarto	11.72
A. Lazardo	14.74
A. L. Thomas	59.08
L. R. Holland	4.67
R. J. Penders	4.67
D. Kimble	5.30
Francis J. Best	1.98
D. J. Jackson	1.98
Ralph Johnson	3.96
Phillip Barrows	1.98
William Pyonter	44.01
F. B. Francis	1.98
Phillip Barrows	3.55
Andrew Goodbeck	13.18
Thomas Hanley	5.05
John Mooney	4.21
Lionel Chapman	4.21
Rossmann Coons	4.21
Wm. Meyer	10.10
Richard Desman	4.21
Paul Morse	4.21

Wm. Friedley	11.98
Vincent Petrella	4.21
Marvin McLeod	4.21
David Desman	17.67
John McWade	4.21
Eddie Combs	13.47
Donald Austel	4.21
Kennett Strong	28.61
David Wedding	4.21
Leland Taylor	43.34
Oliver Knight	43.66
H. Van Den Basch	17.67
John Mooney	36.00
Ansel Rossan	7.57
Thomas Williams	33.57
Albert Wooten	33.57
Jerry O'Brien	11.78
R. Samples	5.56

**SS HOLT
Voyage No. 7**

Edward L. Gordon	\$ 96.13
Robert Moran	28.04
Robert Scott	6.23
Robert E. Conway	8.02
James M. Kingston	1.18
Paul R. Klausen	2.67
Harry W. Sagarino	1.78
Q. L. Gryzwacz	1.78
Melvin Hoy	7.13
A. La Plante	7.13
C. Goetke	1.83
Geo. R. Lang	.89
E. H. Steinhelfer	9.80
A. H. Birt	.90
John H. Stevenson	1.78
Leo A. Derstler	5.14
Chas. A. Fitzpatrick	2.67
Wm. Ginn	8.66
Paul D. Leplay	3.56
Capas W. Jones	.30

Collect at Calmar Steamship Company office.

Notice!

The crew members of the D. Willard, who were aboard during the salvage of the French vessel, are advised to keep in touch with the Chief Adjuster, Division of Wartime Insurance, WSA, 99 John Street, regarding payment of bonus.

MONEY DUE

SS DANIEL WILLARD
(Paid off in Phila.)

E. McNulty, 34 hrs.; W. L. Sargent, 16 hrs.; J. Chaisson, 46 hrs.; \$10.50; H. Kalitzki, \$153.53; G. Brooks, \$153.53; H. Mackiewicz, \$153.53; N. Remley, \$153.53; T. Daley, \$153.53; J. R. Webb, \$153.53.
Collect at Calmar, 14 Whitehall St., New York City.

SS LOU GEHRIG
(Voyage No. 9)

The following men have money due them: Jack Wright, \$225.00;

Paul Curtis, \$225.00; H. Tucker, \$175.00; T. Arrago, \$225.00; D. Snyder, \$67.50; B. R. Williams, \$36.00. Collect from Eastern SS.

SS GALEN L. STONE
(Paid off in New Orleans)

Crew has linen money coming. Collect by writing to Eastern SS Co., Boston, Mass.

SS HASSLER

The men who paid off in Charleston, S. C. can collect transportation at the Bull Line Office in New York.



Men Now In The Marine Hospitals

BRIGHTON, MASS.

- R. INSCOE
- G. PHINNEY
- J. HOWARD
- L. PERSICHETTI
- A. RAMOS
- J. SILKOWSKI
- H. GABAREE
- J. LONG
- A. MORSE
- E. JOHNSTON
- P. CONOYER

STATEN ISLAND

- T. BRESCIO
- D. G. SLOAN
- E. G. WALKER
- G. SMITH
- W. SPENCER
- J. M. MARTINEZ
- R. POWELL
- G. SCHULZE
- L. R. KATES
- C. MIDDLETON
- H. J. CRONIN
- L. L. MOODY
- E. R. CROWELL
- L. LUZI
- W. E. SMITH
- MASON HALL
- E. F. GIBBS
- L. R. BORJA
- D. CARRILLO
- L. VEENSTRA
- W. B. MUIR
- M. JOHN
- L. LOFTIN

ELLIS ISLAND

- R. DICKSON
- LOUIS CERON
- JOHN LOPEZ
- D. McDONALD

NEPONSIT

- E. VON TESMAR
- R. A. BLAKE
- BERTEL BRYDER
- J. F. CLARK
- PABLO CORTES
- E. V. FERRER

BALTIMORE HOSPITAL

- FRANCIS JONES
- FREDERICK ROSENBAUM
- ESILIO DELLAMANO

PORT OF NEW ORLEANS

- F. W. MURPHY

Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union the day you are admitted, so that there will be no delay in your receiving the money due you.

- J. A. SCARA
- J. E. WARD
- J. E. McCREADIE
- J. DENNIS (colored)
- C. T. WHITE
- J. P. SABERON

MOBILE

- TIM BURKE
- M. CARDANA
- J. C. DANZEY

NORFOLK MARINE HOSP.

- CARLTON P. BLANKENSHIP
- JESS SMITH
- CHARLES MIZELL
- JOHN N. CONNOLLY
- JOSEPH TAYLOR

SAVANNAH HOSPITAL

- B. R. PETERMAN
- VINCENT SAN JUAN
- R. C. GRIMES
- JOHN W. GREGORY

PERSONALS

CORNELIUS J. FITZGERALD

Your sister Marie is trying to get in touch with you. Contact Headquarters office for her address.

MV TYBEE

Will Eddie "Gaga" or other members of the crew please write to Robert Powell, at the U. S. Marine Hospital, Stapleton, Staten Island, N. Y.

Port Boston Busier Than Ever

By JOHN MOGAN

BOSTON — Business and shipping continues at a fast pace in this port. We sometimes wonder where we are going to get the men, especially when the board holds 75 or 100 jobs at one time; however, we somehow manage to get the boys aboard for sailing time.

A great deal of our time is taken up in this business of writing commitment letters for entry ratings. We write one letter to attest that we can use the applicant, and this letter gets him

there last week, and currently is being crewed up from here. Every time we have a vessel—or vessels—in Portland, it requires that someone travel up there from Boston at least once a week. Incidentally, Portland is doing all right so far as business is concerned, and all signs point toward its being much better off as a port in the future.

Not only have they some new piers up there, built and paid for by the Government as a wartime necessity, but the Maine solons appear ready to spend some money to build more piers and woo the railroads for better rail facilities to feed the port. It looks as though the postwar period will witness some rather intense rivalry for New England shipping.

MAIL SNAFUED

We have been receiving a number of calls from wives and relatives of our Boston members complaining about the mail situation and asserting that their letters to their relatives are not being received. Now that the Navy will not handle merchant sailors' mail any longer, we will have to devise some way of insuring our men adequate mail service. For one thing, we will have to demand that the various companies not let mail addressed to crew members employed on their ships accumulate in some forgotten corner of their offices until after the crew has paid off and dispersed up and down the coast. The usual procedure then, presumably, is to toss the whole stack of mail into the dead letter office. Which doesn't help the domestic harmony of our married brothers!

At the moment we have the SS Hagerstown Victory (Calmar) and the New Zealand Victory (Waterman) paying off. Both ships are taking what amounts to virtually a full crew, so that we start this week off with the proverbial "bang" and hope for the best for the remainder of the week.



on the list. About 10 or 12 days later he returns to the Hall to tell us that he went up to the Coast Guard to get his papers, and that they had sent him back to us for another letter, in which we must specify what ship we need him for, together with its sailing date.

JUST TOO BUSY

Needless to say, this is quite an imposition on the Dispatcher's time, for the Dispatcher is most of the time too busy taking orders for crews, shipping them out and keeping his records in order, to have time on his hands for writing letters which can run into 40 or 50 per day, the way the young fellows are coming in.

Then, too, another time-consumer is Portland, Me. The J. Swan (So. Atlantic) paid off up

Mobile Shipping Goes Back To Normal

By BLACKIE NEIRA

MOBILE — Shipping in this port is getting back to normal after a hectic four month period of the best shipping that was ever encountered here.

We had the Pan Orleans (the Queen Mary of the Waterman SS Co.) to payoff here last week, and the officers and men booted in 28 dollars to the Log.

The Alcoa Master paid off with no beefs, and very little changes in the crew. The Kiska finally got away, also the City of Alma. The Alcoa Pointer paid off with a few beefs that were settled before the payoff time. We expect the Alcoa Pegasus and the Alcoa Pioneer and will also have the Captain Knot here.

The William Brewster paid off and will be here several weeks as she is going to drydock. The cold weather finally caught up with us; so if you are coming down south, don't forget to bring your overcoat with you because you will need it.

As this is being typed, the first man was fined 50 cents for coming to the Union Hall without his book. So don't forget your Union book when you come to the Hall.

Calling All SIU Men

Now is the time to come to the aid of your union. We are engaged in an all-out effort to make Isthmian a union outfit. This can only be done with the help of every rank and file SIUer afloat. When you tie-up along side an Isthmian ship, board her and give the crew the score on waterfront unionism. Show them a copy of our contract, tell them how we settle beefs, prove to them that unionism, the SIU way, means more pork chops for them.



AROUND THE PORTS



NO NEWS??

Silence this week from the Branch Agents of the following ports:

- GALVESTON
- SAN JUAN
- PHILADELPHIA
- JACKSONVILLE
- BALTIMORE
- NEW ORLEANS

New Coast Guard Papers Messy

By BOB HALL

TAMPA — Things in this port are picking up, and we are getting quite a few ships in here now. We had four last week, and will have five in this week. The good ship Brandywine is also due in over the week end. I guess she will call for cooks, as she does at least once a trip. Bull has started to send some of her rustbuckets back. The Governor

John Lind and the old Marjorie are due in next week.

We are getting several very sad cases in this office the past couple of weeks. Some of the RMO boys drop in and inquire about taking out trip cards. When asked why they quit the WSA, they usually talk about every man should belong to a union. It's sad, sad indeed that these monkeys never figured that one out long ago; they actually look hurt when you tell them to scam.

CG Must End Control Over Seamen

By LOUIS GOFFIN

Slowly but surely the wartime agencies are going out of business. We've noted that in the past few weeks a number of RMO fink halls in certain small ports have closed their doors. This is a step in the right direction, and the sooner that the rest of these fink halls close their doors the better.

Elimination of all types of fink halls and crimp joints is absolutely necessary for the future well being of the maritime unions and all organized labor. In eliminating these agencies, we must never overlook the one outfit which is most damaging to the future of our Union, and all seamen in general—and that is the Coast Guard.

We realize that the Coast Guard is a necessity for the protection of merchant ships during storms; they serve an essential purpose in life saving and other useful duties in peace time. The work that they did during the late war was a bright spot in the history of our country, and we know that they will serve usefully in the future. But there is one thing that they must realize—that we,

the merchant seamen, are fully capable of taking care of ourselves.

We do not need nor want the Coast Guard to interfere with the operation of the Merchant Service in the months and years to follow. We demand that we return to the jurisdiction of the Department of Commerce and the U. S. Steamboat Inspection Service.

The Coast Guard should turn this power over to the men who are acquainted with the peace time pursuits of the merchant service. Coast Guard courts and hearing units should be discontinued, and their uniformed lawyers should be turned back to civilian life. Frankly, we are getting tired of paying taxes to support these shysters who are doing nothing but harming the wellbeing and morale of the seamen.

It goes without saying that all seamen have the same thoughts regarding the Coast Guard and that is, get out of the merchant service picture, let us attend to our knitting and all you gold braiders attend to yours.

THICK AS FLIES

These new Coast Guard papers are something of a headache here in this port. These kids go to the post office to get papers as soon as they become draft bait. They in turn send them to the SIU hall and won't give them papers unless we give them a letter to the effect that we are in need of these men. Most of them we send to 228 South Franklin Street and, from what we hear, the rank and filers can't get in their own hall for the paper seekers.

Not many of the oldtimers drifting around now. One of them has got himself a contract with Uncle Sam; Brother Harvey



SIU More Than An Economic Group

By BEN REES

NORFOLK—Not much change in this port. Things have been going on as usual.

One of the pleasures of being part of the Seafarers is knowing that you are not a cog in an impersonal, cold organization; that there are members, and they are the great majority of the SIU, who want to share their pleasures with you and insist on helping to ease your troubles.

It was a great lift to me, personally, when the crew of the SS William S. Evarts came into the Hall the other day bringing a check for \$26, the crew's donation for a smoking fund for the brothers in Fort Stanton Marine Hospital. I enclose the list of individual donors, I think their names ought to be printed in the Log.

C. V. Morgan, \$1.00; C. A. Van-cura, 50c; Joe Komiado, \$1.00; Joe Hall, 50c; H. Paquett, 50c; H. W. Grove, \$1.00; C. Gosniss, 50c; A. C. Viperman, \$1.00; G. Carr, \$1.00; R. Burkett, \$1.00; John Timkins, \$1.00; Colbert Harkins, \$1.00; K. Atkinson, \$1.00; John

Gordon, \$1.00; Arnold Nathan-son, 50c.

H. J. Acosta, \$1.00; C. R. Fuber, 50c; R. L. Foote, \$1.00; M. McCarty, \$1.00; R. W. Cartwright, \$1.00; Bill Maldone, 50c; R. Catoe, 50c; Jack Griffith, \$1.00; H. West-phall, \$1.00; S. Krkovitch, \$1.00; Richard Thornton, \$1.00; C. Rigler, \$1.00; J. Anderson, \$1.00; Howard Neal, \$1.00; J. Magnus-son, \$1.00. Total—\$26.00.

It's feeling like this that makes a Union, and I am thankful that we have that kind of consideration in the Seafarers. It makes all the difference in the world.



Jamerson has his notice to report to Camp Blanding this coming week. Old Peanut has hung around just a shade too long. Maybe when he gets out, he will not have any worries any more—he should at least be a Colonel, or if he is real lucky he can get in the MPs and hang around Oran and Naples and give the seamen a break. Ma William's place will sure miss him, as he is one of the real oldtimers there.

GOOD HUNTING

One of Steely White's boys was down to see us this morning, and we had a long talk with him. He talks mostly Greek though and we need an interpreter to carry on a conversation with him.

Lots of good hunting here. I went out and got a nice bunch of quail Wednesday evening; and Thursday Brothers Parkers and Wread caught a nice string of trout. (Louie Goffin take note.) Anytime some of you fellows want to spend a few days hunting, drop down and I'll take you to a fellow's place that has fifteen thousand acres of posted land, and the quail are plenty thick.

Yesterday Tampa's temperature ranged from 68 to 80 degrees. Not bad for November; eh, wot?

THE WEEK'S NEWS IN REVIEW



A Sports And News Roundup For The Benefit Of Our Union Members In Foreign Ports.

SPORTS . . .

COLLEGE GAMES

Unbeaten Indiana by blanking Purdue, 20-0, won its first Big Ten title in 45 years of conference competition. Standouts for the Hoosiers were returned-Vet Pete Pihos and Brooklyn Ben Raimondi . . . Notre Dame staged a second half rally to swarm over Tulane, 32-6 . . . Clemson upset Georgia Tech, 21 to 7 . . . Duke clinched the Southern Conference crown by defeating North Carolina's Tarheels, 14-7, in a tough game.

Virginia joined the beaten ranks by losing to Maryland, 19-3 . . . Brown 6, Colgate 6 . . . Missouri outscored Kansas, 33-12, to grab Big Six top honors . . . Penn 59, Cornell 6 . . . Yale triumphed over Princeton, 20 to 14 . . . Lou Little's Columbia Lions wound up their best season with a 251 point total by whitewashing Dartmouth, 21-0 . . . Pitt 7, Penn State 0 . . . Harvard overwhelmed Boston U, 60 to 0, in a one-sided game.

Lafayette 7, Lehigh 0 . . . A strong SMU blanked Baylor, 34-0 . . . Texas Christian 14, Rice 13, in a close one . . . UCLA Rose Bowl hopes dashed after losing to California, 6-0 . . . Alabama 55, Pensacola 6, to wind up a successful season for 'Bama . . . Michigan won a thriller from the Ohio State Buckeyes, 7 to 3 . . . Northwestern 13, Illinois 7 . . . Wisconsin gained first win in 23 years over Minnesota, 26-12 . . . Nebraska 13, Iowa 6 . . . Ole Miss took a close one from Miss. State, 7 to 6 . . . Tennessee 14, Kentucky 0 . . . Wash. State beat Washington, 7-0 . . . So. Cal 34, Oregon State 7 . . . Auburn blanked Louisiana Tech, 29-0.

PRO FOOTBALL

Green Bay Packers whipped the N. Y. Giants, 23-14, with GB center Charley Brock stealing the ball from Ward Cuff, and intercepting a Giant pass to score a marker . . . The Philly Eagles, by blanking the Washington Redskins, 16-0, remained in the race for Eastern Division leader. With Steve Van Buren plunging and Zimmerman tossing, the issue was never in doubt . . . Chicago's Bears, with Sid Luckman and George McAfee starring, defeated the Pitt Steelers decisively, 28-7. Scoring three touchdowns in the first half, the Bears were never headed . . . After the Eastern Division leader is decided, with Philly and Washington now tied and each with two more games to play, the winner will meet Cleveland's Rams for the pro title.

WORLD OF SPORTS

Racing revenue set a new record in New York with a total of \$32,463,542 reverting to the state . . . Veteran right-hander Schoolboy Rowe released from the Navy. At 35, Rowe figures he still has

several years of good pitching left. In his last year with the Phillies, he won sixteen games . . . Alabama chosen as one of the Rose Bowl contestants . . . Star Pilot wins Futurity at Pimlico with a purse of \$36,365 . . . "Phog" Allen claims Big Six Conference pays football players. Hear, hear! . . . The ring world's little guy, Jimmy Johnston, celebrated his 70th birthday . . . Holy Cross selected as one of Orange Bowl teams . . . Freddy "Red"



Cochrane, former Navy chief petty officer, trains for world's welterweight championship go against Marty Servo while attending school under GI Bill of Rights at Seton Hall College . . .

ARBITRATE LONGSHORE CONTRACT



Louis Waldman, attorney for Intl. Longshoremen's Assn. (AFL), listens as ILA Pres. Joseph Ryan makes a point during contract arbitration proceedings in New York. William H. Davis is arbitrator in dispute which led to spontaneous 18-day strike. (Fed. Pictures)

COUNTING FORD STRIKE VOTE



NLRB employes count ballots in Ford plant at Detroit after vote was held to determine whether members of United Auto Workers favored strike if company denies demand for 30% wage increase. Vote was 43,235 to 3,951 in favor of strike. Negotiations with Ford continue while General Motors workers strike. (Federated Pictures)

CURRENT EVENTS . . .

AT HOME

Big news at the moment is Patrick J. Hurley, who took Washington bureaucracy by surprise with his sudden resignation as Ambassador to China, and issued a statement of denunciation against professional and career diplomats. Hurley charged that these people have interfered in US foreign policy "to undermine democracy and bolster imperialism and communism." . . . Isolationist Senator Wheeler, who likes to be known as "non-interventionist," spent four hours of the Senate's time denouncing Russia and Great Britain, the US and the UNO (United Nations Organization).

The theory that "this Government of a peaceful people (the US) . . . was the cause of poor innocent Tojo being dragged into war" was declared ridiculous by former Secretary of State Cordell Hull . . . The US gave unqualified support to Uruguay's proposal for "collective hemispheric intervention, whenever one of the American Republics violates the elementary rights of man by a government of force" . . . The Senate debate on the United Nations Participation Act is expected to result in acceptance of the principle of collective security, which policy the Senate vetoed 25 years ago when it prevented the US from joining the League of Nations.

Hope faded completely at the President's Labor-Management Conference when four committees were reported deadlocked. The head of the National Association of Manufacturers, Ira Mosher, declared that labor would have to "modify" its right to strike, or the conference would only be able to discuss minor problems . . . Three weeks of discussions have only produced one agreement, i.e. that labor and management can't get along unless one or the other surrender its "inalienable rights" . . . Charles E. Wilson, General Motors president, denied that the corporation had agreed to meet with Federal Conciliators. This, despite the announcement of such a parley by Secretary Schwelienbach, and the naming of a nine member delegation by the UAW. The strike entered its second week with no sign of retreat on either side . . . 700,000 steel workers have voted to strike, but no action is expected before January.

Observers expected the steel workers union to bolster the autoworkers' strike funds and avoid actual picketing themselves. They pointed out that a victory in auto would reflect in every wage earner's pocket, regardless of his work.

INTERNATIONAL

Early returns from Austria indicate that the first election in fifteen years has decisively beaten the communists, and elected the Socialists and the People's Party. More than 90% of the people eligible voted . . . Lawyers representing accused Nazis at the Nuremberg trials are trying to call many leading figures in Allied countries as defense witnesses. Among those named are Lady Astor; an American, "General Wood," Lord Beaverbrook, and Winston Churchill's son. There is little likelihood that they will be called, however.

Warnings of fascism returning to Italy were voiced by Premier Parri, forced to resign when two parties in the coalition government withdrew their support. He told his successors to beware of civil war and the return of dictatorship . . . Moscow was expecting an official delegation from Iran to confer on the seething revolt in Azerbaijan, which is occupied by the Russians. The Red Army troops are accused of interference with the Iranian government's forces and encouraging the rebels . . . British and American pleas induced Archbishop Damaskinos to withdraw his resignation as Greek Regent . . .

In Palestine the arrest of Jewish immigrants who landed illegally is said to have led to bombing of two police stations and injuring of a score of constables . . . Java's independence Cabinet and Premier failed to win support from Nationalist leaders, but asked that British and Dutch troops be replaced by men from the US, Australia, Russia and China . . . Russia was reported to be keeping the communists out of Manchuria, in accordance with an agreement with the Chinese Government at Chungking.

The President of the Argentine Chamber of Commerce said his country's affairs paralleled Italian fascist methods as anti-Jewish riots continued, apparently at official instigation, in Buenos Aires . . . Fists flew in B.A. when Peron (Argentine strong man) supporters clashed with "democrats." The "democrats" were arrested by police.

Taxation to recover all war profits has been approved in Japan by General MacArthur. The Japanese industrialists are not entitled to make money on their part in the war, is apparently the thought behind the General's directive . . . The death toll in India, as a result of three days of demonstrating against the trial of members of the Indian National Army, totalled thirty-seven.



SS W. SCOTT

(Paid off in New York)

E. Stratis, \$2.00; A. Gonzalis, \$1.00; B. G. Binnett, \$2.00; G. T. Vibe, \$1.00; S. A. Spivey, \$2.00; J. D. Lawson, \$1.00; W. Nicholson, \$2.00; W. A. McDaniel, \$5.00; T. Tounisson, \$2.00; E. Delande, \$1.00; W. W. Dickey, \$2.00; G. F. Edwards, \$5.00; B. Miewaca, \$2.00; Joe Staggs, \$1.00 **Total—\$29.00.**

SS MADAKET

(Paid off in New York)

P. Paulin, \$2.00; J. J. Radlesk, \$3.00; D. Klein, \$3.00; J. Severins, \$2.00; K. B. Samat, \$2.00; G. J. Eisenhaidt, \$1.00; C. Senarighi, \$1.00; T. T. Simpler, \$2.00; J. J. Sexton, \$2.00; C. G. Preisch, \$1.00; J. Fisher, \$1.00; V. H. Lynch, \$2.00; R. Bersick, \$2.00; T. F. C. Moehies, \$2.00; M. Hays, \$2.00; J. D. Reeves, \$2.00; H. Bin-Dollak, \$2.00; A. Rogerson, \$2.00; A. A. Flaws, \$2.00; E. C. Kohler, \$2.00; R. A. Hall, \$2.00. **Total—\$40.00.**

A. Bell, \$2.00; G. Hudson, \$3.00; E. L. O'Rourke, \$2.00; W. A. Sallie, \$2.00; W. Truitt, \$2.00; L. N. Taylor, \$2.00; E. Broglin, \$2.00. **Total—\$15.00.**

SS TILLINGTON

(Paid off in New York)

F. Boyd, \$1.00; C. Kavanagh, \$2.00; R. Lehning, \$2.00; H. M. Widdonson, \$2.00; W. Kalwa, \$2.00; E. W. Smith, \$3.00; J. T. Yeager, \$3.00; H. J. Robin, \$5.00; E. S. Grech, \$1.00; A. B. Kula, \$2.00; A. H. Willard, \$2.00; H. A. Eller, \$2.00; C. L. Beck, \$2.00; R. D. Doney, \$5.00; J. L. O'Connor, \$2.00. **Total—\$36.00.**

SS CAPE MOHICAN

(Paid off in New York)

C. Gonzalis, \$1.00; A. M. Fusco, \$2.00; J. C. Swain, \$1.00; D. Morrell, \$2.00; R. T. Milde, \$1.00. **Total—\$7.00.**

SS ANDREW JACKSON

(Paid off in New York)

W. A. Geiger, \$2.00; S. M. Stokke, \$4.00; S. Mackay, Jr., \$2.00; J. K. Gatlin, \$4.00; D. O. Gipson, \$4.00; J. Anson, \$2.00; C. D. Merrill, \$2.00; D. R. Howard, \$2.00; U. T. Cleveland, \$2.00; J. Thaxton, \$4.00; D. A. Wright, \$5.00; J. Adams, \$5.00; M. M. Laws, \$3.00; C. L. Clemons, \$5.00; S. O. Whitworth, \$2.00; W. S. Holmes, Jr., \$3.00; E. Linch, \$2.00; R. E. Horn, \$5.00.
L. E. Wing, \$4.00; F. J. Burley, \$2.00; L. S. Roach, \$2.00; W. H. Werneth, \$2.00; W. A. Clowers, \$4.00; F. L. Jeffries, \$4.00; R. L. Gorham, \$2.00; D. L. Knapp, \$4.00; C. A. Dorough, \$2.00; I. J. Garrett, Jr., \$3.00; L. Burk, \$2.00. **Total—\$89.00.**

SS HASTINGS

(Paid off in New York)

W. S. Watkins, \$2.00; J. D. Templeton, \$2.00; W. C. Taylor, \$2.00; C. Cortright, \$2.00; B. P. Surmacz, \$2.00; H. F. Sheppard, \$1.00; C. Inman, \$2.00; S. A. Korner, \$1.00; W. J. McDonough, \$3.00; C. E. Zeitler, \$2.00; R. Riviera, \$2.00; C. Bauer, \$2.00; R. A. Lindley, \$2.00; T. Pitti, \$2.00; W. J. Roach, \$2.00. **Total—\$29.00.**

Geo. Benson, \$2.00. **Total—\$2.**

SS TRIS DALTON

(Paid off in New York)

L. W. Hampton, \$1.00; A. L. Yarborough, \$1.00; E. V. Dunlap, \$1.00; T. Frankmanis, \$3.00. **Total—\$6.00.**

SS JOHN STEVENS

(Paid off in New York)

L. Donovan, \$2.00; F. B. Reth, \$2.00; J. J. Sykes, \$1.00; G. Goos, \$1.00; W. Carlet, \$1.00; Joseph Savin, \$2.00; J. Kory, \$2.00; W. Lovirie, \$2.00; R. Moran, \$2.00; Chas. Leyannan, \$2.00. **Total—\$16.00.**

SS CAPE BORDA

(Paid off in New York)

H. C. Michels, \$1.00. **Total—\$1.00.**

SS JAMES SWAN

(Paid off in Portland Maine)

Percy Boyer, \$3.00; L. L. Gill, \$1.00; R. Lambert, \$1.00; J. F. Robbins, \$1.00; J. Kereston, \$1.00; E. R. Van Woudenberg, \$1.00; A. W. Miller, Jr., \$1.00; R. Davis, \$1.00; L. Andreson, \$1.00; H. R. Welsh, \$1.00; W. G. Hughes, \$1.00; L. W. Peace, \$1.00; H. M. Karlsson, \$1.00; J. W. Keen, \$1.00; Bernel, \$1.00; Fiske, \$1.00; Adams, \$1.00; Saonnie, \$1.00; Smith, \$1.00; Wallace, \$1.00. **Total—\$22.00.**

SS WM. S. YOUNG

(Paid off in New York)

R. Mankin, \$1.00; O. Dahl, \$2.00; V. Conslantino, \$2.00; Lee Pierce, \$2.00; R. Kasanda, \$2.00; R. Picken, \$2.00; G. Koelbe, \$2.00; H. Hanes, \$2.00; P. Martin, \$2.00; E. Savage, \$2.00; H. E. Nilan, \$2.00; Raymond I. Dahold, \$2.00; R. W. Moss, \$1.00; L. L. Bissonneth, \$2.00; C. O. Faircloth, \$1.00; E. Bryant, \$1.00; L. W. Hasiak, \$3.00; O. L. Taylor, \$3.00; J. D. Kern, \$2.00; F. R. Bare, \$1.00; B. C. Osborne, \$2.00; R. Northrop, \$2.00; A. Grune, \$1.00; G. J. Freda, \$1.00; F. C. Bunch, \$2.00. **Total—\$49.00.**

SS ELENOR

(Donations Made in Baltimore Hall)

Dimas Mendozze, \$1.00; Angel Passapera, \$1.00; Juan Nieves, \$1.00; Antonio Melendez, \$1.00; Michael A. Erelli, \$1.00; Enrique Soto, \$1.00; Gerardo Camacho, \$1.00; F. Camachi, \$1.00; R. McKula, \$1.00; J. R. Rivera, \$1.00; C. Kind, \$1.00; B. Hernandez, \$1.00; J. C. Sanobria, \$1.00; J. C. Reed, \$1.00. **Total—\$14.00.**

SS WARD HUNT

(Paid off in New York)

S. A. Emery, \$2.00; P. Gilvanry, \$3.00; A. Hull, \$1.00; M. E. Simms, \$3.00; E. Rosa, \$1.00; A. G. Soto, \$1.00; E. Lewis, \$1.00; J. F. Hamlin, \$1.00; T. Coyne, \$1.00; M. Levy, \$1.00; C. J. McCarthy, \$6.00; E. Lewis, \$1.00; J. J. Dalici, \$1.00; T. Justas, \$1.00; P. J. LaBlanc, \$4.00; W. H. Finicke, \$2.00; J. C. Hollicky, \$2.00; J. Anton, \$1.00; E. C. Dacey, \$1.00; T. T. Gapeles, \$1.00; H. Gilsdorf, \$5.00; Wm. Hernandez, \$2.00; C. Montgomery, \$3.00; E. Knowles, \$1.00. **Total—\$46.00.**

SS J. P. MITCHELL

(Paid off in New York)

J. O'Neill, \$1.00; E. C. Trawait-L. Donovan, \$2.00; F. B. Reth, \$2.00; J. J. Sykes, \$1.00; G. Goos, \$1.00; W. Carlet, \$1.00; Joseph Savin, \$2.00; J. Kory, \$2.00; W. Lovirie, \$2.00; R. Moran, \$2.00; Chas. Leyannan, \$2.00. **Total—\$16.00.**

C. J. Sona, \$3.00; L. W. Gramr, \$1.00. **Total—\$7.00.**

SS J. GARRIE

(Paid off in New York)

O. Roberson, \$2.00; N. Roll, \$2.00; N. M. Urich, \$2.00; H. Mielke, \$2.00; E. Kaeria, \$2.00; J. Bilinski, \$2.00; J. H. Grant, \$2.00; P. Schad, \$2.00; G. Greenberg, \$2.00; J. E. Dressen, \$2.00; S. A. Feincett, \$2.00; E. C. Rybinski, \$1.00; C. E. Hasz, \$1.00; R. J. Kemmer, \$2.00; C. Cassano, \$2.00; Rog. A. Goddard, \$2.00; J. Roderiquez, \$2.00; Carl R. Kohls, \$2.00; J. S. Matika, \$2.00; R. S. Schlink, \$2.00. **Total—\$38.00.**

SS DE SOTO

(Paid off in New York)

E. V. Matinki, \$1.00; O. Holcomb, \$1.00. **Total—\$2.00.**

SS RICHARD BASSETT

(Signed on in New York)

Virgil Troughber, \$2.00; C. Russell, \$2.00; J. Brosober, \$2.00. **Total \$6.00.**

SS H. LOMB

(Paid off in New York)

R. J. Zirlott, \$2.00; B. H. Goff, \$2.00; J. Velez, \$2.00; Allie Androck, \$2.00; H. W. Foebes, \$2.00; J. N. Hoy, \$2.00; Robt. Potter, \$2.00; D. P. Davis, \$2.00. **Total—\$16.00.**

SS WARD HUNT

(Paid off in New York)

G. Mickelson, \$2.00; R. W. Wagner, \$2.00; E. J. Blee, \$5.00; J. P. Zoger, \$2.00; M. Schwartz, \$3.00; S. W. Zabawa, \$5.00; W. A. Burton, Jr., \$2.00; W. Natmulski, \$2.00; N. J. Benjamin, \$2.00. **Total—\$25.00.**

SS FALLEN TIMBER

(Paid off in New York)

L. Szeliacki, \$1.00. **Total—\$1.00.**

SS J. HEWES

(Paid off in New York)

S. E. Dodge, \$1.00; W. Finley, \$1.00; R. J. Congdon, \$1.00; F. Lindsey, \$1.00; Geo. Young, \$2.00; J. Fancutt, \$1.00; R. Delker, \$1.00; C. T. Kemper, \$1.00; I. Hall, \$1.00. **Total—\$10.00.**

INDIVIDUAL DONATIONS

George T. Brannan, \$1; Hans Ilves, \$1; Jack Self, \$1; Charles W. Crawford, \$1; Frank P. Corcoran, \$1; Russell H. Brinn, \$1; Loy E. Hoyle, \$1; William P. Allman, \$1; John Tuzkowsky, \$1; Mrs. Ann Lammers, \$1; Walter Tach, \$1; John F. McLaughlin, \$1; D. P. Carroll, \$1; Paul L. Baker, \$1; William Jensen, \$1; William I. Honea, \$1; M. Quinnoes, \$1; Buster McCormick, \$1; Joseph H. Prudhomme, \$1; Amos V. MacKenzie, \$1. **Total—\$20.**

SS HENRY LOMB

(Paid off in New York)

T. Tabradoe, \$2.00; I. Galindez, \$1.00; A. R. Bronelle, \$2.00; V. E.

Gulford, \$1.00; C. G. Grey, \$1.00; G. Igarrafaray, \$2.00; J. B. Sloat, \$2.00. **Total—\$11.00.**

SS FITZHUGH LEE

(Paid off in Boston)

Kenneth J. Johansen, \$1; L. K. Welch, \$1; S. H. Zydel, \$1; Donald Wagner, \$1; Sten L. Johnson, \$1; C. F. Peters, \$1. **Total—\$6.00.**

SS RICHARD RUSH

(Paid off in New York)

A. Siles, \$2.00; J. Rodriguez, \$1.00; H. Sposato, \$2.00; R. Johnson, \$2.00; R. McCannon, \$2.00; F. L. Hildebrano, \$2.00; B. Toth, \$2.00; H. Cordes, \$2.00; C. Nickens, \$1.00; W. Hryszko, \$2.00; S. B. Ingle, \$2.00. **Total—\$20.00.**

SS J. MILLEDGE

(Paid off in New York)

H. R. Krentz, \$2.00; A. Kulos, \$1.00; M. Hall, \$1.00; D. H. Andersen, \$1.00; D. D. Molter, \$1.00; V. Y. Rendar, \$1.00; W. V. Volkel, \$1.00; J. A. Weiss, \$1.00; C. Donough, \$1.00; C. U. Hardwick, \$2.00; E. Sidenitz, \$2.00; C. I. Copper, \$2.00; H. D. Linton, \$2.00; D. Karpie, \$1.00; J. Albert, \$1.00; C. S. Nelson, \$2.00; J. A. Russell, \$2.00; M. Greenwaid, \$1.00; K. E. Uri, \$2.00; R. P. Koshik, \$1.00; E. Dasch, Jr., \$2.00; E. E. McDonald, \$2.00; W. Kirpper, \$2.00; Jack Geiyer, \$3.00; W. F. Meyer, \$3.00; T. M. Murrelle, \$2.00; B. F. Doolin, \$3.00; J. W. Curlew, \$2.00; N. Skuban, \$3.00; G. W. Huthmacker, \$1.00; J. Boltin, Jr., \$1.00; J. V. Ornowski, \$1.00; W. Johnson, \$1.00; D. Johnstone, \$1.00; T. R. Ryan, \$1.00. **Total—\$57.00.**

SS THOMAS HYDE

(Paid off in New York)

J. Cahill, \$3.00; J. Warr, \$1.00; E. Gasperini, \$4.00; G. Kosmas, \$1.00; T. Madigan, \$1.00; E. Smith, \$3.00; J. Hanlon, \$10.00. **Total—\$23.00.**

Albert Ellen, \$1.00.

SS SPARTANBURG VICTORY

(Paid off in New York)

C. A. Wiles, \$1.00; C. D. Rumney, \$2.00; G. Pince, \$1.00; M. S. Twigg, \$1.00; J. S. Downy, \$5.00; C. W. Hebrauk, \$1.00; A. Polxanski, \$1.00; R. Conway, \$1.00; D. J. Wyckoff, \$1.00; R. Moss, \$1.00; W. T. Fout, \$1.00; E. T. Matthews, \$1.00; J. Barrow, \$1.00; R. E. Brusck, \$1.00; M. C. Allain, \$1.00; R. B. Chaney, \$2.00; T. Mavordia, \$1.00; W. H. Thompson, \$1.00; J. E. Stringer, \$2.00; R. Lyons, \$2.00; J. S. Drummond, \$13.00; F. R. Stransky, \$2.00. **Total—\$43.00.**
J. F. Indore, \$2.00; N. T. Fout, \$2.00; D. G. Elsberry, \$2.00. **Total—\$6.00.**

SS L. EVANS

(Paid off in New York)

G. Garcia, \$2.00; H. F. Higgins, \$2.00; J. Zito, \$2.00; W. H. Riley, Jr., \$2.00; W. E. West, \$2.00; R. E. Gainous, \$2.00; M. King, \$3.00; A. Roderiquez, \$1.00; J. B. Hoyt,

\$1.00; M. Banny, \$2.00; R. N. Bond, \$3.00; M. Fort, \$3.00; M. C. Hollandworth, \$3.00; M. W. Euins, \$3.00; E. Kennon, \$3.00. **Total—\$34.00.**

SS ANTINIOUS

(Paid off in New York)

H. L. Durant, \$1.00; C. E. Evans, \$1.00; R. D. Hill, \$1.00; G. E. Sime, \$1.00; G. F. Miller, \$1.00; J. W. Hill, \$1.00; P. T. Coponiti, \$1.00; J. W. Tobinson, \$1.00; R. C. Schwenk, \$1.00; James T. Beasley, \$1.00. **Total—\$10.00.**

DONATIONS TURNED INTO NEW YORK BRANCH

R. Gleeson, \$2.00; C. Williams, \$1.00; J. Elmguest, \$1.00; N. Machenson, \$1.00; M. McMahon, \$2.00; G. Hamilton, \$1.00; P. Lipman, \$2.00; R. Neuhauser, \$1.00; H. Dawson, \$3.00. **Total—\$14.00.**

L. Colombo, \$1.00; P. Sarchio, \$1.00; D. Brendle, \$1.00; T. Thomas, \$1.00; K. Minich, \$1.00; T. Jackuc, \$1.00; I. Smith, \$3.00; R. Arnett, \$3.00; T. Anderson, \$3.00; W. S. Daniel, \$1.00. **Total \$16.00.**

F. Jarocinski, \$3.00; R. Smith, \$3.00; H. Wetzel, \$3.00; J. Nichols, \$3.00; J. Jenkins, \$3.00; S. Naudzius, \$2.00; G. Waas, \$2.00; C. Moore, \$3.00; G. Wirt, \$3.00; J. Wasvl, \$3.00; D. Larrivee, \$3.00; R. Lowden, \$3.00; J. Carbo, \$3.00; J. Swink, \$3.00; A. Godzik, \$3.00; R. Rachlow, \$3.00; W. Ingalls, \$3.00; R. Clark, \$3.00; C. Elliott, \$3.00. **Total—\$55.00.**

H. Bergen, \$1.00; B. N. Martin, \$1.00; K. Montgomery, \$1.00; E. Kuczay, \$3.00; J. Olexa, \$3.00; T. Burns, \$3.00; R. Dail, \$3.00; D. Turner, \$3.00; C. Augustyniak, \$3.00; K. Kern, \$3.00; A. Beiser, \$3.00; J. Odell, \$3.00; J. McKenna, \$3.00; O. Wright, \$3.00; E. Neubauer, \$3.00; I. Seyfried, \$3.00; W. Stringer, \$1.00; M. Crawford, \$3.00; L. Cheesbro, \$2.00; W. Cody, \$2.00; J. Dolon, \$1.00; E. Romano, \$2.00; L. B. Callahan, \$2.00; P. Bowen, \$3.00; H. Villianea, \$1.00. **Total—\$59.00.**

M. Voletta, \$1.00; R. L. Murphy, \$1.00; D. Bynum, \$1.00; F. Ottenberg, \$1.00; E. Ottenberg, \$1.00; S. Feingold, \$1.00; P. Hurley, \$1.00; R. Nadeau, \$1.00; J. Wheat, \$1.00; J. Lamb, \$1.00; J. A. Raitano, \$1.00; J. A. R. Bowrette, \$1.00; F. W. Smith, \$1.00; K. LeRoy Wood, \$1.00; J. Kurchitski, \$1.00; J. Conklin, \$1.00; L. Eshbach, \$1.00; M. Fuels, \$1.00; C. H. Dittmer, \$1.00; T. Blodes, \$1.00; Henry Haas, \$1.00; R. Din-nisen, \$1.00; William Heil, \$1.00; W. Eversley, \$1.00; B. Kenny, \$1.00. **Total—\$25.00.**

J. Ulses, \$2.00; J. Russo, \$2.00; W. Yudovishes, \$3.00; R. Suarez, \$3.00; G. Lothrop, \$3.00; W. Stiles, \$3.00; R. Beaudry, \$3.00; L. Silver, \$3.00; D. Wolfe, \$3.00; L. Fleming, \$3.00; J. Nagy, \$3.00; P. Pitti, \$3.00; G. Mihalopoulos, \$2.00; A. Maestro, \$3.00; R. Zogg, \$3.00; J. Ruszel, \$3.00. **Total—\$48.00.**

S. Odeschuckt, \$1.00; B. Pazanowski, \$1.00; J. Guerrino, \$1.00; A. Mignano, \$1.00; P. Brzostowski, \$1.00; E. Habez, \$1.00; F. Dot-ton, \$1.00; J. McLaughlin, \$1.00; V. Greco, \$1.00; A. Stodgel, \$1.00; L. Montalzo, \$1.00; G. Vago, \$1.00; W. A. Long, \$1.00; F. Alekcamie, \$1.00; W. Monohan, \$1.00. **Total—\$15.00.**

A. M. Rothman, \$4.00; M. Gold-enberg, \$1.00; T. Knipp, \$1.00; B. H. Webb, \$1.00; J. E. Carey, \$1.00; W. H. Koepper, \$1.00; A. E. Wil-liam, \$1.00. **Total—\$10.00.**

N. Neilsen, \$1.00. **Total—\$1.00.**

TOTAL—\$980.00.

Drops NMU Post; Says Leaders Collaborate With Shipowners

(Continued from Page 1)

give our members the service to which they are entitled.

This is what happened:

In July of 1944, when the National Council was convened, the main point on the agenda was the acceptance of the 1944 War Labor Board decision. There was violent disagreement amongst the Council members with reference to this decision. Certain of the Council members, led by Brothers Myers and McKenzie, took the position that this WLB decision was the greatest agreement ever achieved by the seamen. Other Council members, myself included, took the position that the decision, instead of the greatest agreement ever achieved, in fact contained practically no gains for our membership whatsoever. It did not contain an actual increase in wages, increased overtime rates, standby pay, increased manning scales, or many of the other demands that we felt could have been won by a real mobilization of the membership behind a fighting policy and program.

This sharp disagreement arising over the 1944 WLB decision has been prolonged to this day, with some of those who favored jamming this decision down the throats of the membership, attempting to assassinate the character and integrity of all those who had opposed the decision, regardless of how such villification might hurt the Union and its work.

For example:

KNIFED BY LEADERSHIP

After the Council meeting, I returned to the west coast where I had been director of the Union's activities. Upon my arrival there, I found that people with whom I had worked many years in building the Union would no longer even speak to me. Upon investigation, I found that Brother Myers had made at least two telephone calls to San Francisco, one to Harry Bridges, the other to Barney Dreyfus, the Union's attorney, telling them that I was a phony, that I had sold out to Lundeborg, and that I was a Trotskyite. Besides affecting my personal relations with the west coast labor movement, this action also affected the negotiations then in progress with Union Oil, and the organizing drive then on in Standard Oil of California.

In November of 1944, I was sent to the rivers to place national policy in effect there. I found that no work had been done in that area for many years. Instead, during the time Brother McKenzie had been in sole charge of this work, we had steadily lost ground.

In many instances where we had had contracts with companies in past years, we no longer had any contracts. In addition, many workers belonging to the NMU had been turned over to other organizations or simply told to shift for themselves.

Among the many companies and workers which were lost or given away while McKenzie was responsible for rivers' work, are the following: West Kentucky Coal Co.; Tresler Oil Co.; Patton-Tully Barge Lines; maintenance

crew, Cincinnati; dock workers, Cincinnati; dock workers, St. Paul; dock workers, Helena, Arkansas; dock workers, Vicksburg; dock workers, Warrior River; and many others.

And this is what happened to these former NMU members:

In Cincinnati, for example, the maintenance crew, after being forced out of the NMU, formed an independent union. The company now dictates the policy of this "union" to some extent. In the same part, the dock workers, also formerly NMU, are now completely unorganized. In Helena, Arkansas, the NMU dock workers were thrown out of our Union and told to join the ILWU. Receiving no service from that organization, these workers now belong to no union at all. On the lower rivers, we slid downhill so fast, that at the time of my arrival there, we had only three contracts left, with the worst possible conditions.

We had the beginnings, on the rivers, of the first real industrial union in the maritime industry nationally, with everyone belonging to the NMU, from the skippers and engineers on the boats to the waterboys on the docks. But during the period Brother McKenzie was in complete charge, through negligence or worse we lost not only the other sections of maritime workers, but the unlicensed personnel as well, and we almost lost the Union entirely.

A survey of the situation convinced me that we had a big job to do in that area; to raise the wages and radically improve the working and living conditions on our remaining contract vessels; and to immediately begin organizing into our Union the river boatmen of the 1487 unorganized companies. I began to do this job.

BEEF SCUTTLED

After working there for several months, I was recalled to New York. A few months later, the Union again sent me back to the rivers? Upon my return, Mr. Murray, personnel director of Federal Barge Lines, said to me, "I thought we had safely gotten rid of you. What strings did you pull to get back here?" A few days later, Haynes, port captain of Mississippi Valley Barge Line, also asked me how come I was back on the rivers since he thought they had me permanently removed.

It was to be expected that the employers would naturally object to and resist anyone who fought to improve wages and conditions and organize the unorganized. What I did not expect, however, was to find the Union's work and progress continually interfered with and hampered by certain of our National Officers. But that is what took place.

For instance:

Brother McKenzie, upon receiving a complaint from a company official of the Federal Barge Line, went over the heads of both our St. Louis agent and myself, to wire this anti-Union employer that the Union was wrong in a certain beef we were trying to settle. This was done without any prior consultation

with any union official involved in the beef. The first we heard of this decision was when the company official called us up and gleefully read McKenzie's wire to us. Regardless of whether the Union was right or wrong, the matter should first have been discussed with the Union officials involved.

Or take this case: the skipper of the Steamer Louisiana forced three NMU members to jump overboard and into mud up to their necks, forty miles from the nearest town, late at night, because these Union members refused to break our working rules. Naturally the NMU crew aboard tied the boat up in order to reinstate these three men and remove this mad dog skipper.

Up to this time, that was the only tie-up we had on the rivers. Despite this, a letter signed by Brother Smith was immediately sent out to all our river branches, stating that there were too many tie-ups out there, and they had to stop. This likewise was done without any consultation with the members actively engaged in the Union work on the spot.

COLLABORATION

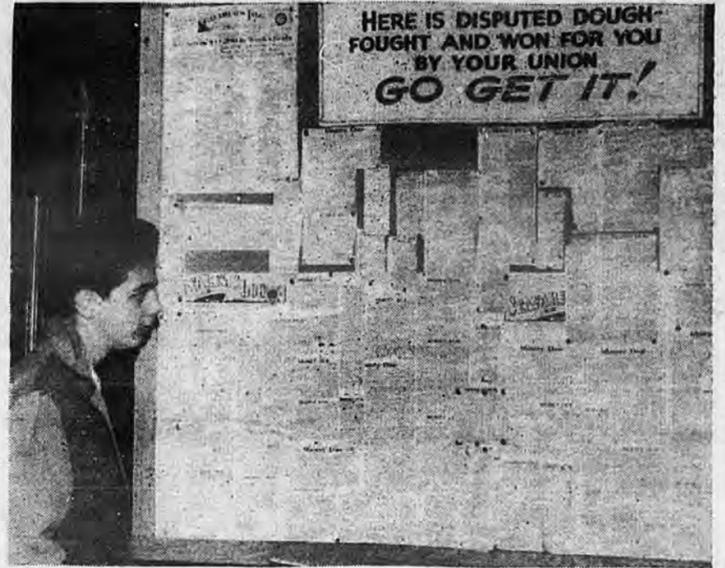
The above instances are merely examples of many where the work of the Union on the rivers had been sabotaged, since I was assigned to that area. They fit in with what happened to the Union on the rivers in the past.

While this may appear to be a personal fight on the surface, it is far from that in reality. On the contrary, it arises out of basic differences on policy and program. I have always maintained that through correct mobilizations of the rank and file behind a fighting policy and program, even during wartime, the wages and conditions of our membership can be greatly improved. **But others, particularly Brothers Myers, McKenzie and Smith, have felt that collaboration with our worst enemies, the shipowners, was the way to handle the seamen's and river boatmen's grievances.**

This fundamental difference continues to exist, despite lip service to the contrary. The continued domination of Union policy by those who preached collaboration with the shipowners in the past, expresses itself today in the failure to mobilize the rank and file behind our present demands. Although negotiations with the operators for a new contract were opened weeks ago, only now has the membership been informed of what our demands are. Without an informed, mobilized and active rank and file, how can we hope to win what we must have to live and support our families?

This basic difference in policy cannot be resolved by any meeting of the National Office or National Council. We have tried that many times, and it has failed. Only the membership can decide the issue. Without regard for personalities, the rank and file must determine whether they are to have a strong and powerful Union, whether the Union is to really fight for improvements in wages and conditions, and whether we are to have a leader-

IT'S GOTTA BE THERE



This lad's looking for his cabbage on the money due board. He's not worried—he knows it's got to be there. The SIU Patrolmen take care of that.

Isthmian Men Are Learning The Score

By BENJAMIN TAFLEWITZ

For a kid just out of Sheepshead Bay Maritime School, a trip on an Isthmian troopship is an interesting experience. Here is why. The Sea Fiddler is a new C-3 ship—clean and fast. The basic scale is almost the same as on SIU ships except, of course, one seldom gets the 85c an hour overtime which the company say it pays; and that's the first big difference that stands out so sharply.

But let's proceed—Our young first tripper on this Isthmian C-3 finds good quarters, good food (because troop ships carry extra supplies), and he even gets to see movies every night. But, alas, this outward shine soon shades away to an awful, dull reality.

The mess boys work 8½ and 9 hours a day, plus feeding extra men; and the company steward says he can't give them overtime. The 4-8 ABs must hose down before 8 a. m. and also clean the heads. The Firemen-Watertenders must wire-brush (on their knees) the floor plates around the boiler fronts before the ship hits port in the USA—no overtime for that, or for countless other items that on a union ship would mean overtime.

It is when various disagreements arise between the men and

some authoritative Steward or First Officer, that they realize what a meaningless thing it is to argue for a little justice when there is no union contract to base your arguments on. And when these young fellows read the *Seafarers Log* and get a little inkling of past union history, they then realize that because there is a union in the field they get what they do get from the company. One good going over of a typical SIU agreement, and they realize why it is so necessary to get the SIU into Isthmian.

The Sea Fiddler has sent in 40 pledges altogether, and now we must strive for the nearest thing to a 100% vote in the elections. Never again will maritime workers go back to the bad conditions and the miseries of the early 1930's. Never again will we stand hat in hand for a pittance and a hand-out from the shipowners.

The young fellows on this ship got that point easily after a lively discussion in the mess with two oldtimers (both signed pledges)—one of whom has sailed for 20 years. Isthmian men are getting to know the score, and they know now why we fellows come aboard and sail these ships even if it means a loss in some overtime each trip.

Canadian Seamen Jailed

(Continued from Page 1)

other members of the crew. Those given suspended sentences were forced to pay \$5. court costs, and post \$100 bonds for one year.

SENTENCED OVER STRIKES

Magistrate McInnes commented that those given terms received

ship capable of honestly conducting this struggle.

Informed of the facts, with nothing hidden from them, the membership will make the correct decision, as they always have. Once again they will place our Union back on its true course.

In tendering this resignation, I pledge to the membership that I shall continue to fight, as I have done all my life, to build our Union, and to help win for all seamen the good things to which we are rightfully entitled.

Fraternally submitted,
RALPH D. ROGERS

them on account of the influence they exerted over younger crew members who were not given jail terms. Trouble developed on board the Westbank Park during a strike at Newport, England, called over dismissal of a chief officer. The crew refused to work as long as the first mate was on the crew, and as a result were charged with refusing to carry out their duties as seamen.

Strife aboard the Cromwell Park originated from the refusal of crew members to sail until a bosun, who was being demoted, was reinstated. They were charged with holding up the departure of the ship.

Under the Canada Shipping Act, jail terms up to three months are mandatory, with the only other alternative being suspended sentences. Obviously the Act is being used to intimidate seamen on the Park ships, and also to discourage union activity.