

SEAFARERS LOG



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No. 43

SIU-SUP AID BEATS COMMIE DOCK GRAB

Seafarers' Help Turns Tide In Longshore Raid; Rout Commies With Counter-rally

United Action by the SIU-SUP, the ILA longshoremen and the AFL Teamsters decisively defeated the attempt of few communist-led "rank and file" longshoremen to swing the AFL longshoremen into the ranks of Harry Bridges CIO outfit, and to take over control of the New York waterfront for the Communist party.

The communists leadership "called off the strike" when they were faced with the fact that the dockworkers, had voted to go back to work, determined to settle their own affairs without communist direction, leaving as the only "rank and filers" Joe Stack, Harry Bridges, William Warren, and Salvatore Barone.

Warren and Barone, spokesmen for the insurgents, admitted the charge of communist domination, after the action had fizzled, proving the accusations of the SIU-SUP. (See the story on Warren statement in the first column of this page.)

The original walkout of the longshoremen, arising out of an ILA dispute, attracted the attention of the National Maritime Union and fellow communists, who saw in it an opportunity to capture the ILA and strengthen the steadily weakening position of the NMU.

Gene Sampson, spokesman for Local 791 of the ILA, lead his men back to work when the communists tried to take over the leadership of the action. The other locals involved quickly streamed back to work when the commie touch was exposed: the rallying of the NMU and Harry Bridges to the forefront of the



Telling him off: J. P. Shuler, N. Y. Patrolman resents the cops pushing him around, and tells them so.

beef. Commie goon squads toured the waterfront, intimidating the longshoremen to continue their "spontaneous" walkout.

At this point the Seafarers International Union and the Sailors Union of the Pacific affirmed their support of the AFL longshoremen in resisting the communist attack on a AFL waterfront union. An action and strategy committee was elected by them and worked closely with a longshore committee elected from the docks. Leaflets were distributed and demonstrations were called to publicly show seamen supported the right of the AFL trade unionists to decide their own problems against interference from a political conspiracy.

Under the leadership of Joe Stack, NMU port agent, the communists rallied a number of their seamen to "represent" the longshoremen for a "mass demonstration" before the SIU hall—having properly provided themselves with a troop of mounted policemen for protection.

Later that day, the commies turned tail and ran before a counter-demonstration called by

SIU-SUP SEAMEN MASS



Wearing their now famous white caps, members of the Seafarers International Union mass on New York's Broad Street to stop communist hijacking of the AFL longshore union. They stopped it.

Just For The Record

By PAUL HALL

During the past few weeks of the longshore beef, the Seafarers' fight against the communist infiltration of the waterfront and their attempted union raid has been quoted (and often misquoted) with approval by the country's leading anti-labor papers.

Just for the record, we want to affirm our position against the things these pro-shipowner, anti-labor, union-busting papers stand for.

The SIU is proud of its militant record on the waterfront. We have been fighting the communists on the water-

front, simply because they have continually sold the maritime workers down the river at the whim of a foreign government, and even worse at the beckoning of a phony political party.

We will continue to fight ALL these sellout artists—the communists—the shipowner—the phony government bureaus—for NONE OF THEM MEAN ANY GOOD TO SEAMEN. TO US THEY ALL STAND FOR THE SAME THING—SELLING THE SEAMEN DOWN THE RIVER.

SIU Asks Changes In Bill Of Rights To Protect Seamen

A statement by Harry Lundeborg, President of the Seafarers International Union, on the proposed Merchant Seamen's War Service Act (The Seamen's Bill of Rights) H. R. 2346, was read before the House Committee of Merchant Marine and Fisheries by Matthew D. Dushane, Washington representative of the SIU.

The statement was a comprehensive analysis of the bill, and made suggestions which the Seafarers feels are necessary for the protection and welfare of the merchant seamen.

The complete statement follows:

On behalf of the Seafarers International Union of North Am-

erica, which represents 60,000 Active seamen, affiliated with the American Federation of Labor, I am giving you our opinion, objections and suggestions in regard to the various phases of H.R. 2346. Our organization has analyzed the proposed bill for a period of months and the membership has discussed it extensively at our various meetings. Following is our analysis of each

(Continued on Page 4)

SIU Strikes First Blow Against WSA

NEW YORK, Oct. 25—A motion calculated to put the WSA Medical Division out of business was unanimously passed last night by the regular fortnightly meeting of the SIU in the Port of New York.

The leadership was instructed to inform the necessary parties that henceforth no member of the SIU would go to the WSA doctors for examination in this port.

Speakers for the motion pointed out that the WSA medicals sought to perpetuate their pro-shipowner and anti-seaman agency into the postwar period; agreements between the operators and the Union provided for examination by the company doctors, not the WSA; the incompetency of the Medical Division had been proved beyond doubt; the cost of maintaining the bureau was an unnecessary expense to the taxpayers.

The action is to take effect immediately.

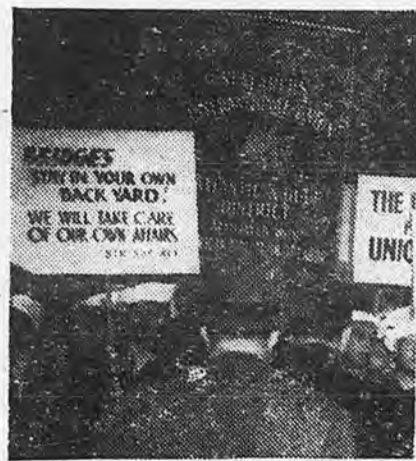
'We Were Duped' Says Warren-CP Led Dock Beef

Charges hurled by the SUP-SIU that the communists were attempting to dominate the 18-day strike of New York longshoremen to sabotage the workers' gains, were proven this week with the statements of Wm. Warren and Sal Barone, leaders of the small rebel group.

"We are dopes and know we are dopes," Warren and Barone said in a signed statement published by New York newspapers. "We have been duped by the Communists of the NMU and our attorneys, Witt and Cammer. We saw Frederick N. Myers, vice-president of the National Maritime Union distributing money to men at President and Columbia Streets, in Brooklyn. He got \$25,000 to distribute among the men to stay out of the docks. And he was giving plenty of them ten and fifteen dollars apiece. We know many of the men who received that much, and more."

Allegedly the men receiving money from Myers and the NMU

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A scene from the SIU-SUP demonstration: New Yorkers find out what seamen think of Harry Bridges. Harry already knew.

(Continued on Page 2)

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UNITED ACTION WINS AGAIN



Trying Again

In an attempt to increase controls over merchant seamen, the shipowners, through their Propeller Club of New London, are campaigning for a law to put merchant seamen in pretty uniforms and make them part of the naval reserve, as part of the armed forces.

Like their landlubber allies who are advocating a large conscript army as a cure for wars and unemployment, the proponents of the uniforms are using the old "patriotic approach" to sell their bill of goods.

Designed to eliminate direct collective bargaining, the plan would make every merchant seaman a reservist subject to military duty at call. Although Admiral Land denied that such a set-up would interfere with collective bargaining, it is obvious that any strike action would be considered a strike against government and therefore (to bureaucracy's mind) illegal. Obviously the strike could be broken even before it started by simply having the government recall the reservists to active duty and have them work their own struck ships.

A famous case of Coast Guard interference with collective bargaining occurred in Pennsylvania some time ago. Despite promises to the union involved that the plant guards would remain under the collective bargaining agreement if they would voluntarily become Coast Guard Police, the men were arbitrarily moved around in violation of the seniority clauses.

When they protested they were told they would have to take orders as part of the Coast Guard. When they finally took strike action they were hunted all over the countryside as military deserters. They were later court martialed and their union contract ordered renegotiated. They were even refused the right to withdraw from the Coast Guard, although their enrollment papers contained such a provision.

Coast Guard tactics against seamen are too well known and the list too long for listing here, but it is obviously ridiculous to accept Land's statement that "there is no reason why a uniformed service should not have collective bargaining rights."

If such a move were permitted, it would mark the beginning of the end of freedom for the American seaman. Merchant seamen in uniform would soon find themselves in the position of the German and Italian worker whom we have just liberated from fascist rule.

"It can't happen here," say the perennial optimists, when discussing fascism and America.

The Seafarers will go further: It won't happen here, not as long as we still have anything to say on the waterfront.

LABOR ABROAD

Indian Seamen Present Demands

Demands of Indian Seamen were outlined recently by Mr. Asafali, President of the Indian Seamen's Union, at a press conference in Bombay. He said that the present wages of seamen — two-fifths of which the shipowners considered basic wages and the remainder as war wages—should be considered as basic wages. In addition, Mr. Asafali said that an increase was necessary, consistent with the rise in cost of living.

Belgian Transport Workers Convene

With the Belgian Federation of Labor scheduled to convene at its first Congress by the end of the year, all member trade unions are meeting first in their own conferences.

The Belgian Transport Workers' Union which embraces the dockers, seamen, fishermen, bargemen, motor drivers and ship repairers, met during the first week in September in Ostende.

The secretaries of the member trade groups reported on the activities and claims of the workers they represented.

Dockers: Claiming decasuliza-

tion and the calling of an international conference to consider their program.

Seamen: Propose to renew all effort to establish the International Seafarers' Charter. With the support of the Conference they expressed the wish that the Belgian Government delegation in Washington should negotiate for the purchase of merchant ships from the U. S. since the Belgian mercantile marine had been reduced from 95 to 60 ships as a result of war losses.

Fishermen: Claiming that the program drawn up by them, which includes higher rates of compensation for accidents and social security, be carried out.

Inland Waterway Workers: Claiming Sunday as a day of rest.

Danish Seamen Get Special Vacations

A Bill providing Danish seamen who served the United Nations during the war a vacation with pay in Denmark, has been introduced in the Danish Parliament by the Minister of Commerce.

The Bill provided that seamen who served for six months or longer in a Danish or foreign ship, or in some other way were at disposal for war service, will be

SIU Routs CP In Dock Grab

(Continued from page 1)

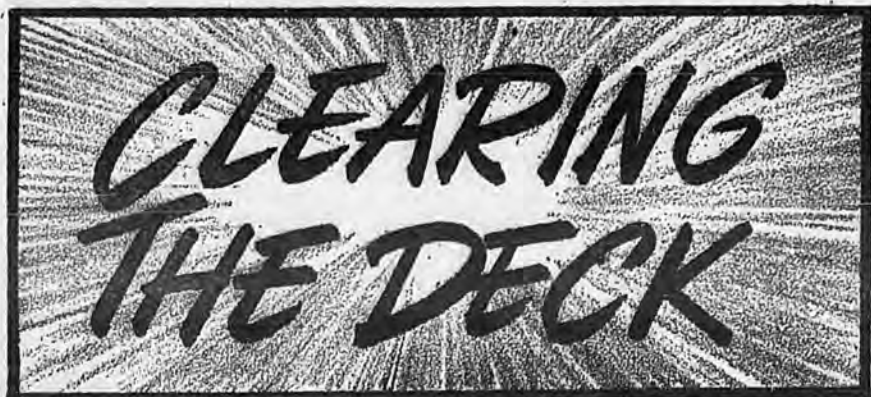
the SIU-SUP on Broad Street. More leaflets poured from the SIU presses and the longshoremen, assured that the seamen were with them, went back to work in defiance of the commie goons.

AFL longshoremen admitted that the SIU-SUP influence was the deciding factor in the communist route, and marked the beginning of a new period in maritime history.

"It was extremely heartening," one of them said, "to see the SIU seamen coming out and making a real fight in support of their brother maritime workers. With the AFL seamen actively behind us, we have no fear that these commies will ever be able to take over. Now we know that we have them on our side to support our fight for conditions and against any outside sabotage. Together we are unbeatable on the waterfront."

Meanwhile, negotiations for a new contract with their operators are now going on, and the longshore locals themselves will vote on acceptance or rejection without outside interference.

entitled to a free voyage home and, on arrival, two days' holiday with pay for every month of war service up to a maximum of three months' period.



By PAUL HALL

The fighting tradition of the Seafarers was upheld by its members the other day in the longshoremen's beef in this port. You will find the entire story in another section of this paper, so we won't go into the details here. However, it was really something to see both the oldtimers and younger members of the SIU-SUP come out in solid unity to fight Comrade Bridges and his stooges here.

It has been my pleasure and privilege to have been in many fights in which the Seafarers has been engaged over the years since its inception; however, it is my pleasure to say that in no other beef has there ever been shown greater unity and solidarity by our members than in this beef in New York. This is a good sign, and it means that, if we continue this show of unity, when we start moving in to close the Government fink halls and to put an end to the phony WSA medical program, and all the other finky bureaus, we will have a real fighting membership to do the job with.

THE BLACK BALL PROGRAM

According to the papers, Capt. McCauley of the WSA, in a speech made at the shipowners convention (Propellor Club), pleaded with the shipowners to retain the finky medical division of the WSA. Of course, he gave "reasons" for the continuance of this program. However, the gist of the entire affair is that he is promising the shipowners that, by keeping this program in effect, he can give them a first-class blackball system, plus a guarantee that they can get the strongest and youngest of the seamen to be worked as slaves.

It is high damn time the Seafarers took further action to back up its recorded position against this medical division; and it is my personal opinion that we should consider notifying all shipowners and Government bureaus that our men absolutely refuse to go through this medical division in any form or fashion.

Unless the Seafarers do take such action, we are going to wake up very shortly and see ourselves burdened forever with these finky black-balling programs. In fact, McCauley himself told the shipowners that there was no need to try to get this program made permanent through cooperation with the union as this was useless, but recommended that such permanence be done through legislation. It means, of course, that he wants the shipowners to sponsor some legislation in Washington that would burden us forever with this scheme.

Ships' meetings, as well as the regular branch meetings, should discuss this problem and should not wait longer to do so. We should take immediate and direct action to let the public, as well as the interested parties in the maritime industry, know that we will not go for this thing.

FASCISM BEGINS WITH UNIFORMS

Speaking of the shipowners at the Propellor Club meeting, the biggest joker of all was this proposal made by the shipowners (Listen closely, you will find this hard to believe):

In requesting greater subsidies from the government, to meet foreign competition, (so they say), the shipowners have made the proposal that, in return for these subsidies, they will have the seamen and the officers on merchant ships decked out in uniforms permanently, and made a part of the U. S. Naval Reserve Forces—**LIKE HELL THEY WILL!!**

Since when have the shipowners taken it upon themselves to promise to sell seamen strictly down the line in uniforms in the beginning, with slavery and regimentation to come later? For wishful thinking on the shipowners' part, this really does take the cake!

They have dreamed for many years of really locking us up in some manner, so that it would be impossible for us to use our unions and our economic strength to better ourselves. This only shows you what the shipowners would really do if they didn't have seamen's unions to contend with. The first thing you know, if we weren't organized, they would be having us in harness the same as the slaves of Fuhrer Adolph and Comrade Stalin. If this were to go through—and let them try it!—it would mark the beginning of the end of freedom for the American worker.

It would not be long before the cotton pickers, the factory workers, the coal and steel workers would also be in uniform in the Army reserve. Then let them try to improve their conditions! Before they could say a word they would be called to "active" duty, and he who struck could be shot for mutiny.

This proposal is Fascism (and there are fascists in America, too—Germany, Italy and Russia never had a monopoly on this brand of thinking) and the Seafarers will fight it with every means at its disposal.

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.

Canadian Hospitality Makes Americans Feel At Home

By J. N. KENNEDY

Towards evening of August 30th, the good ship George E. Hale, operated by the Waterman Steamship Company, tied up to the Pacific Paper Mills docks at Ocean Falls, British Columbia—a beautiful village of some three thousand souls located in the splendor of Canada's great Northwest.

As the crew went ashore, the good villagers literally opened their arms to welcome them, throwing open their doors so that the American sailors could enjoy the sports of the village, both indoors and out.

After some bragging was heard, members of Local 360, International Brotherhood of Paper Makers, of which Brother W. H. Marshall is president—challenged the ship's team to a game of softball, so we heard "Play Ball," with the George E. Hale's team made up of ship's officers, ship's crew and Navy gun crew. As the score was tied at the end of a full game, it was declared no contest; and villagers and U. S. Sailors went downtown to cool off with some refreshments. The local audience, of good size, too, vowed it to be one of the best games witnessed there for many a moon.

Monday was Labor Day, a holiday for the mill, and a grand time was planned. The villagers and Local 360 promptly extended to all and sundry aboard the Hale a hearty invitation to join in the festivities, which included another game of softball, races and a barbecue, the whole day to be topped off with a "Grand Ball."

However, the powers that be had other plans, and to everyone's regret, townspeople and crew alike, liberty expired Sunday at noon. Soon three sharp blasts on the whistle echoed through the lofty surrounding peaks, bidding Ocean Falls a fond "good-bye."

Ashore and afloat, men and women watched as the twilight blended ship with darkness. Soon a bend in the winding waterway blotted the lights of the town from our view, and once again the George E. Hale was under way for "Ports throughout the World."

We, the men of the Hale, officers, Navy gun crew, and the SIU and the SUP crew wish to take this opportunity to thank the citizens of Ocean Falls and members of Local 360 for a pleasant interlude. Add also our regrets at being unable to remain and enjoy the Labor Day program. We can only hope that our visit left you people with memories as pleasant as those we carried away with us.

Stewards Beef Is Settled

By J. P. SHULER

NEW YORK—The waterfront here is operating smoothly again with a number of ships sailing out that were held up by the longshoremen's dispute. There has been a number of sign-ons in the past few days; and payoffs are picking up as the ships which were being re-routed to other ports due to the hold-up of loading and discharging cargo are coming into the port of New York.

The main beefs that have come up lately have been on regulating the manning scale on board vessels that are eliminating their gun crews. All of our companies insisted on sailing liberty-type vessels that carried no gun crew with a 7-man stewards department. The stewards departments have been refusing to sign-on these ships due to the fact that they were all under-manned. All companies have now agreed to carry not less than an 8-man stewards department on liberty ships. They have also agreed to carry not less than a 9-man stew-

ards department aboard C-type vessels.

NOT YET SET

The manning scale on C-1 MAV-1 type vessels has yet to be agreed upon. The companies are still contending that a 7-man complement is adequate in the stewards department aboard these vessels. At the present time, there are several of these ships in port and the men are reluctant to sign-on until such a time as the company agrees to adequately man these ships with not less than 8 men.

The last of the survivors of the SS Colin P. Kelly are in port with a number of beefs in the stewards department to be settled before she is finally cleared away. The Patrolmen are working on this beef and it should be settled by the end of this week.

AN OLD BUCKO

There are a number of letters coming in from different members who are aboard vessels at sea and in foreign ports, beefing about the treatment they are receiving from the officers on the vessels. The outstanding one of these is the SS James Gillis, Smith & Johnson SS Co. The chief engineer aboard her, a bucko by the name of J. P. Gernert who got his education from the NMU, is causing the most trouble. Apparently some action will have to be taken against this guy as soon as the ship arrives in port.

Some of the younger membership in this organization got their first lesson in direct action last week when it became necessary for the Seafarers to combat the commies in their effort to take over the waterfront. The way in which they rallied is to be appreciated. It really shows that we have a membership that can be depended upon in case of a battle—whether it be with the shipowner or with a sell-out set-up such as the NMU leadership or Bridges of the ILWU. Such action as this proves that the Seafarers is a fighting organization and can take care of any situation that may arise on the waterfront.

He's Out



Gen. George S. Patton, Jr. (above) couldn't carry his wartime policy of blitzing the Nazis over into peace. Because he found it 'efficient' to retain Nazis in public office, he has been relieved of his 3rd Army Command in Bavaria by Gen. Eisenhower—and public pressure. (Federated Pictures)

Bridges Jumps On Rank And File

Tightening the control of their Local, the CIO's Longshoremen, headed by Harry Bridges has decreed that no local may take action in support of any other union's strike without sanction of the international leaders.

In effect this means that no matter what kind of a situation confronts members of the LLWU, they cannot take action without Bridges' permission. It is common knowledge that Bridges himself follows the commie line, and this action places the rank and file more thoroughly under the thumb of the international labor fakery.

Although dictatorships, such as the Bridges set-up, is not exclusively a communist device, it is nevertheless present in every union controlled by the commies. No union unfortunate enough to be influenced or taken over by them can ever disagree with the policy sent down from party

headquarters. Like Bridges, they all make sure that Constitutions and By-laws legalize their power grabs.

The new ILWU-CIO regulations, not yet denounced by non-commie CIO unions, are:

1. No local union may take strike action in support of another striking union without consent of the international officers.

2. Local unions must consult the international before observing picket lines established by other unions.

Thus Bridges makes constitutionally legal his picket line crashing tactics and other finky measures.

Although newspaper reports indicate that other CIO unions are expected to follow Bridges' lead in this, the facts are that except for the communist run outfits, no CIO union has any respect for comrade Bridges and would be against anything Bridges stood for, on general principle.

Ask Changes In Bill To Safeguard Seamen

(Continued from Page 1)

of the six titles covered by the bill:

Title I—Under Title I, Page 2, provision is made for the supervision and administration of the bill by the Chairman of the United States Maritime Commission. We are opposed to leaving the control of this bill in the hands of the Chairman of the United States Maritime Commission, for the following reasons:

MC IS AN EMPLOYER

The United States Maritime Commission is, itself, a ship operator, having under its jurisdiction thousands of ships belonging to the United States Government. We do not feel that this bill can be administered fairly by an employer. We suggest, instead of leaving the jurisdiction and administration of this bill in the hands of the United States Social Security Board, because not only have they ample facilities already established on a nation-wide scale to handle such cases, but in our opinion they would be impartial in any decisions they might make and the seamen would feel the bill was being justly handled.

Under Title I, we are further opposed to the section on Page 2, giving enrollees and students of any maritime school or institution the rights afforded regular seamen under the bill. We feel that the bill should only provide benefits for seamen who have actively participated and sailed during the war. We do not feel that men who did not sail, even though they were enrolled in a maritime school or institution, should benefit by this bill, which ostensibly was originated for the benefit of active merchant seamen.

Seamen Have Right To Education

Title II, dealing with education and training:

This section of the bill gives any seaman, who entered the Maritime Service at the time he was twenty-five years of age or younger, certain free education, plus maintenance while going to school. We are not opposed to the idea of giving young men a year's free schooling, paying their tuition fee and allowing them a certain amount to cover expenses, but we feel that all seamen, who have served during the war, should be given this privilege. There are lots of oldtimers who went to sea prior to the war, sailed during the war and will continue to go to sea, who, we think, should see fit to take a year's schooling to advance themselves in nautical and navigation knowledge, should be given this benefit along with the younger men. We, therefore, suggest an amendment to this section of the bill, providing for the inclusion of all active seamen.

NO OBJECTIONS

Title III—Employment rights for war service seamen:

We have considered all of the phases of this section, and find that it provides preference in employment for seamen in the same manner as is now given to veterans under provisions of the Veterans Preference Act of 1944. We have no objections to this

We further recommend to the Committee that a clause be added under **Title I,** which will insure benefits of this bill to deep sea fishermen. We feel that the deep sea fishermen during this war took the same risks as the men who sailed the vessels, and as a matter of fact, several fishing vessels were sunk or damaged directly due to war conditions.

We recommend that under **Title I, Section 102, Subsection (b),** Page 4, be amended to include all seamen who have actively sailed in American ships, regardless of nationality or citizenship. We feel that these men should be entitled to the same consideration as men who are citizens by birth or who have lawfully obtained their citizenship, because non-citizens volunteered their services to sail in American ships and were exposed to the same risks. Therefore, it is our opinion that the act should be amended to afford benefits to seamen who actively participated in the sailing of American ships, regardless of nationality or citizenship.

Under **Title I, Section 102, Subsection (d),** Page 6, we recommend that the following lines be deleted: Lines 21, 22, 23, 24, and 25. This recommendation is made for the following reasons:

This particular sub-section denies benefits to any seamen who have had their certificate or license revoked during the war. We know of thousands of seamen who have had their seamen's certificates suspended and revoked, during the war, by the United States Coast Guard, for various minor infractions and we do not think it is justified to deny these men the benefits of the bill.

phase of the bill.

Title IV—Loans for the purchase or construction of homes, farms and business property:

This section of the proposed bill provides for the right of war service seamen to apply to the Administrator of the bill for a loan to purchase or repair homes, farms and business property. It gives the Administrator of the bill the right to guarantee fifty per cent of the loans. It authorizes the Administrator to pay the interest in the first year on that part of the loan which is guaranteed by the Chairman. It further establishes that no security is needed for the part of the loan guaranteed by the Chairman. Loans guaranteed by the Chairman shall bear interest at the rate of 4% and shall be payable in full in not more than 20 years. The Chairman may use other facilities of the Federal Government to determine whether the guarantee of any loans should be approved.

We have no objection to this phase of the bill.

MEDICAL CARE

Title V—Benefits for disabled seamen and death benefits for surviving dependents:

Under **Part I,** dealing with hospitalization and medical treatment of war service seamen, provision is made (on pages 23, 24

and 25) for hospitalization of war service seamen at the United States Public Health Service hospitals and stations. A war service seaman will be furnished necessary transportation and necessary expenses in order to get to such a hospital or station. Provision is made for return transportation and incidental expenses. Provisions are also made for seeing-eye dogs and electronic hearing equipment. The Commission will pay the costs for commitment of mentally incompetent war service seamen.

While receiving treatment, the seamen will be furnished free barbering, free postage, free smokes, etc., not to exceed \$6.00 per month.

We feel that the sum of \$6.00 per month is not adequate to take care of expenses for a seaman while being treated. We suggest that while a man is under treatment that he receive at least \$30.00 per month for expenses to take care of these items mentioned in the bill.

DEPENDENT MEMBERS

Under **Section 502** of Title V, (on pages 26 and 27) the proposed bill allows the dependent members of the family of a disabled or deceased war-service seaman the right to get certain free medical advice and out-patient treatment by the Public Health

Disability Benefits Too Low

Part III, of Title V, deals with disability benefits and death benefits for war service seamen (Sections 531 to 542 inclusive, on pages 28 to 39).

Under these sections of the proposed bill, a disabled war service seaman may be paid monthly benefits, depending upon the extent of reduction in his earning capacity. These benefits range from \$11.50 per month for a 10% to 20% reduction, to \$115.00 per month for a 100% reduction. It also provides for additional benefits for certain serious physical impairments. It provides, also, for death benefits payable to the widow and children of deceased war service seamen. The proposed bill gives the widow a monthly benefit of \$50.00 until

PICKETS' SPIRITS UNDAMPENED



Tear gas, fire hoses, clubs and pistol butts were used against pickets of striking AFL movie unions in Burbank, Calif., when, tired of strikebreakers, they staged mass picket lines and shut down Warner studio. Despite arrests and attacks by studio and city police, picket line continues to mobilize. (Federated Pictures)

Service at its hospitals and relief stations. It also gives the dependents of disabled or deceased war service seamen, hospitalization at hospitals of the Public Health Service, at special rates, which may be prescribed from time to time by the President for the hospitalization of dependents of Naval and Marine Corps personnel. In other words, dependents of the Merchant Seamen, who have been disabled or who have died as a result of war injuries, will get hospitalization at reduced rates.

We urge the Committee to amend the proposed bill to include dependents of all merchant seamen, whether they were disabled or not. We feel that there is a need for such an amendment to the bill. Merchant Seamen, have always come under the United States Public Health Services, and have been granted hospitalization and treatment under Federal law, and we feel that it is now time to also include the dependents of merchant seamen under that law, such as the provision now in effect covering dependents of Coast Guard personnel.

Part II, of Title V, amends the Vocational Rehabilitation Act of June 2, 1940, to include disabled war service seamen. We approve of this amendment.

her death or remarriage; to the widow, if there is a child, the monthly benefit payable will be \$15.00 per month for the child, and \$13.00 per month for each additional child; to a parent depending for his or her chief support on the seaman, and incapable of self-support, a monthly benefit of \$45.00.

It is our opinion that the benefits payable to the dependents of a deceased war service seaman are entirely too low. If children of the deceased war service seaman are also left without a mother, they will receive only \$30.00 for two children and \$10.00 for each additional child. That amount is ridiculously low and couldn't possibly cover the sup-

port of the children. We believe these amounts should be raised to prohibit the necessity of such children becoming the wards of some charity institution. If anything should be given to the children of a deceased seaman, the amount should be sufficient to cover their cost of living, and should be decided on the merit of the case under the principle that the children of a deceased seaman, who lost his life for his country, should be deserving of a better future than that offered by a charitable institution. We leave it to the judgement of the committee to raise the benefits according to the prevailing conditions of today.

Part III also provides for burial benefits not to exceed \$200.00. We suggest that this amount be amended to \$300.00.

Title VI—Administrative Provisions: As we have stated before, we are definitely opposed to the Chairman of the United States Maritime Commission being Administrator of this proposed bill, and we request that provision be made in the bill for its administration by an impartial body.

Under **Section 601,** of Title VI (pages 39 and 40) the Administrator is authorized to establish an Appeal Board, as provided in Section 602.

We believe that on such Boards of Appeal there should be a representation of the seamen, in order to protect the seamen's claims.

ASK CONSIDERATION

We urgently request the members of Congress give serious consideration to this proposed bill, and that consideration be given to our proposed changes and comments. We wish to emphasize the necessity of establishing definite hospitalization for disabled war service seamen, the establishment of hospitalization benefits for the dependents of seamen; and guaranteed benefits for the life time of a man who has been incapacitated during the war. We cannot urge too strongly upon Congress the necessity of giving serious consideration to these particular phases of the bill, which, in our opinion, are the most important subjects covered by this proposed bill.

Dinkler Hotels Put On Unfair List

LOUISVILLE, Ky. — Having exhausted every effort to settle a strike called against the Kentucky Hotel, managed by the Dinkler Corporation, the Louisville Hotel Employees Council, an AFL affiliate in this city, has found it necessary to place this hotel on the "Unfair and We Do Not Patronize List."

The list of Dinkler managed hotels are as follows:

Atlanta, Ga.—The Ansley Hotel.
Montgomery, Ala.—Hotel Jefferson Davis.

Birmingham, Ala.—Hotel Tutwiler.

Mobile, Ala.—The Battle House.
New Orleans, La.—The St. Charles Hotel.

Savannah, Ga.—The Savannah Hotel.

Louisville, Ky.—The Kentucky Hotel.

Nashville, Tenn.—Hotel Andrew Jackson.

Greensboro, N. C.—O Henry Hotel.

Other information regarding the dispute can be obtained from Central Labor Union-AFL Corresponding Secretary A. J. Smith, at 310 S. Fifth St., Louisville, Kentucky.

Fine! Fine!

A donation of \$38 was made to the Baltimore Branch by the crew of the SS George Dearn (Robin Line) to be distributed to SIU members in the hospital in that port.

The money was collected by imposing fines of 25 and 50 cents aboard ship for actions in violation of shipping rules, such as throwing butts in the messrooms, putting feet on chairs and settees, etc.

The money was turned over to Brother John Taurin of the Baltimore hospital committee by Frank Holland, ship's delegate.



Canadian Seamen Push 12 Point Program

VANCOUVER, B. C.—Seeking a seamen's "Bill of Rights" for Canadian merchant mariners, the Seafarers International Union of North America, British Columbia Branch, will submit to the Ottawa government a 12-point legislative program.

Outstanding in the seamen's proposals is a demand designed to bring the Dominion's seamen's wage structure in line with that of the U. S.

"Canadian seamen want wages and living conditions aboard Canadian ships equal to or better than those of any other merchant marine in the world." Hugh Murphy, SIU British Columbia Agent, stated.

The SIU's wage program seeks the inclusion of the present war risk bonus of \$45 monthly as part of the seamen's basic wage, plus a \$50 a month increase in all seamen's wages. This would

mean a \$95 total increase and the elimination of the war risk bonus.

Significant in the proposals is the Canadian's efforts to get legislation adopted that would prevent Canadian operators from undermining union wages and conditions by sailing vessels under flags of other countries. This paralleled the Seafarers International Union's demands in the U. S. that surplus tonnage sold to foreign operators (or U. S. operators using foreign flags) must carry with the sale a provision guaranteeing that the ships will only be operated under U. S. union wages and working standards. The problem of surplus tonnage being different to the U. S. and the practice of Canadian ships sailing under other British flags makes it necessary for the seamen here to insist on measures slightly different to those in the U. S.

Besides the wage adjustment sought, demands in Canada are:

- (1) Three months' paid holiday yearly.
- (2) A four watch, 5½ day week (33 hrs).
- (3) Abolition of seamen's manning pool, to permit hiring through union halls.
- (4) Abolition of shipping fees (Canadians pay the government for the "privilege" of manning the ships).
- (5) Abolition of continuous discharge books.
- (6) Complete revision of the Canada Shipping Act.
- (7) Slop chests on all Canadian ships.
- (8) Extension of the Sick Mariners' Act to include deep water and coastwise seamen.
- (9) All Canadian ships to carry Canadian flags.
- (10) Canadian cargoes to be carried on Canadian ships only.
- (11) Extension of Unemployment Insurance to cover all seamen, and
- (12) adoption of a national insurance scheme to cover all seamen.

Company Losing Money, He Says, So He Plans Luxury World Cruise

Predicting a favorable decade for maritime commerce under the Stars and Stripes, the Chairman of the Board of Westinghouse Electric, M. A. W. Robertson, managed to make a few contradictions in his speech before the annual session of the American Merchant Marine Conference.

Speaking of the new passenger vessels planned for this country, he said "Personally, I am ready to book my passage for a leisurely trip around the world on such an American ship, stopping in comfort at foreign ports. I hope to meet many of you gentlemen (the meeting was at the swanky Waldorf) by the way."

Later his speech turned to the OPA's attempts to hold prices down. "The Westinghouse Company finds itself in a most unpleasant squeeze. OPA is holding the price of Westinghouse products down, and labor is insistent that its wages be substantially increased. Expenses arising out of the changes during the war leave no profit cushion between the price and expense of making the product."

Robinson went on to say that he hoped improved efficiency of labor and machines would be profitable; if not, prices would have to be increased, "because no business can operate long at a loss."

Neither he nor the other starving shipowners present explained how they were going to make the "leisurely trip around the world" while they were on home relief.

Exposing the hand of many industrialists and shipowners, he then told his listeners that "There is obviously more industrial capacity than this country can use..." and the better the maritime industry we have the more we can export, and the better use we can make our surplus production.

What Robertson forgot to say was that, while no one would disagree with the prospect of a large and prosperous maritime industry in the U. S., the idea that our industrial capacity is greater than our needs is not born out by the facts.

When millions of Americans want to buy Westinghouse and other products and can't because they haven't the money, the sur-

plus thus created exists not because too many gadgets were produced, but because most of us cannot afford to pay for them.

Test this fact for yourself. Do you want a new car, or a refrigerator? A sewing machine, or a television set? Do you want a house of your own to live in? Do you want better living conditions, and a better education for your children?

If you haven't got them because you'd sooner put the money in the bank, then we'd say maybe Robertson is right. If you haven't got them because you can't afford them, then we'd say it was because your paycheck is too damned small in relation to prices.

The American maritime industry will only be profitable to the people who actually do the work, if and when the people in shore jobs are living well. Surpluses exported because the people are too poor to buy them will make slaves of the producers, the handlers and the transporters.

The future of the maritime industry isn't black. Indeed it's extremely full of promise, but—and it's a big "but"—not because of people with ideas like Mr. Robertson.

'We Were Duped' Says Warren

(Continued from Page 1)

were not real longshoremen, but stooges of the Communists from the NMU and other CIO unions that had joined in supporting the insurgent group.

Communist leadership of course, denounced Warren and Barone as "sellouts," and immediately elected a committee to take their places—who, no doubt, are more politically reliable than Warren and Barone.

Both Warren and Barone renounced CIO aid to the group and the support of Attorneys Witt and Crammer, both of whom have been cited before Congressional committees as being members of "front" outfits. Many of these fronts have been working inside American labor to sabotage wages and conditions gained by the AFL unions.

Starlet Audrey Young looks mighty nice in her bathing suit, which we're told is the latest model. Good to look at — on Audrey. (Federated Pictures)



Writes Poem About The Allison

Jack (Aussie) Shrimpton, 2nd Steward on the SS Bienville, got quite a jolt when he read in the Log that the William B. Allison had gone to the long lay-up.

He rode her last year back from Australia, and still had vivid memories of that trip. Even then she was always in trouble, and could really be called a jinx ship, and Brother Shrimpton was not

really surprised that she finally got hers.

While he was aboard the Allison, Shrimpton tried to get the history of the voyage in verse (and did a pretty good job, we think). When he read the story of the torpedoing, he sent it to the Log for the benefit of old shipmates who may be interested in recalling that voyage.

The Ballad Of The Willie B.

By JACK (AUSSIE) SHRIMPTON

Sixty Yanks from all the States, back in port again,
Rolling round the 'Frisco bars, drunk and raising Cain.
"Come on guys, another drink; we just got in today;
We that brought the Willie B north from Milne Bay.

We put out from 'Frisco, a year come next December;
Took a beating all the trip—don't we all remember?
Thirty days and thirty nights, rolling all the way,
Christmas came and Christmas went, south o' Gladstone Bay.

Then they sent us way down south—sound in wind and kidney
Fourteen days we took it rough fore we sighted Sydney,
Ran into the dirty stuff off the Barrier Reef;
By Holy Joe—'twas touch and go—we didn't come to grief!

Just a smoke-stack and a mast lurching through the spray,
So we tossed for two whole days just off Townsville Day.
Then we started losing way, heard the skipper roar,
"Lads, the steering's gone to hell! Each man to his oar!"

Felt her hog and felt her buck, strained the very streak,
Hopes to Christ our luck was in, that she wouldn't break.
Empty as a kettle drum rolling down a ridge,
Thus we brought the Willie B under Sydney Bridge.

Then they ordered us up North, loaded to the line;
Made a fast run into Lae—thought we'd done it fine;
Unloaded all the lumber from our floating tomb,
When some Army guy (I tell no lie) broke the goddam boom.

Finally we got away—turned our bows for home,
Rolled our way to 'Frisco Bay, (listen to us moan);
Lived on murdered flap-jacks, each and every morn,
Wondered why the belly-robber ever had been born.

Sitting on the after hatch, a-gazing at the seas,
Listening to the 'sea-pups' a-shooting off the breeze;
Cursing, moaning, morn and night, each and every day—
Thus we brought the Willie B north from Milne Bay.

Just a pack o' rusty plates, a-puttied up with tar,
In we came—and time enough—cross the 'Frisco Bar;
Underloaded, overmanned, let no man say me nay,
Thus we brought the Willie B up from Milne Bay.

Sixty Yanks from all the States, back in port again,
Rolling round the 'Frisco Bars, drunk and raising Cain;
"Buy the girls another drink; we just got in today,
We that brought the Willie B north from Milne Bay."



SHIPS' MINUTES AND NEWS

Beefs On Food And Ship's Repairs On Francis J. O'Gara

At a general meeting of the crew of the SS Francis J. O'Gara, beefs on the stewards department were taken up and the Chief Cook was instructed not to use snuff while in the



galley. Individual boxes of dry cereals were asked for the crew, and it was requested that some be left out for the night lunches.

The meeting instructed the Steward to see that the Messmen fill the sugar bowls before leaving the messroom; that all chili sauce and catsup bottles be placed in the icebox, and that messroom tables be completely set before mealtime; and the relieving watches be fed before the watches below. Further requests asked for cups at night, and that all dishes, glasses and silverware be dried.

A later meeting of the engine department affirmed these actions and also affirmed a repair list from the deckmen.

The list follows:

Shelves over bunks; electric toaster and percolator for the crew's mess; shower heads in the deck department showers, and that the pipes be bent down; a desk in the seamen's quarters; weather cloths around the compass platform; matches to amount to one box per person each day; one bench in the 4-8 quarters; waste baskets and clothes hooks in the deck quarters; an oilskin locker; and additional fan in each of the quarters, and that the crew's mess icebox latch be repaired.

Trippers Must Show Faith

It was ruled at a meeting of the crew of the Vassar Victory that all trip card men must show good faith by paying up part of their union initiation fee when paying off at the end of the voyage. Brother Emory asked that all books and cards be examined by the department delegates and be held in readiness for the Patrolmen when they boarded the ship.

The meeting asked that the army personnel eat either before or after the crew members to avoid confusion.

Comment was made on the fact that someone had been hid-

Engineers Raked Over Coals On Del Norte For Anti-Union Acts

A general meeting of the Del Norte crew took up disputes in the engine department. Fred Schwab and Benjamin Sosinsky, Oilers, complained against First Ass't Engineer Nagle for disputing their overtime for work on the evaporator. Schwab had 77 hours and Sosinsky, 52 hours to the date of the meeting, which the first hadn't okayed. They also said that Nagle was very hard to get along with.

The meeting also complained about the actions of chief engineer McGuire, who is said to have sent a trip card Wiper, L. Miars, who came out of the New York union hall, to Broadway for endorsement as a Fireman-Watertender and putting him to work in that capacity without having him clear through the Union Hall again. He is said to have told Miars that it was not necessary, and the latter believed him.

SAW THE LIGHT

The chief is also charged with going around telling all the men that "he'll fix them every way he can on overtime."

Two trip card Wipers were reported to the meeting as not booking their overtime which they were entitled to under the agreement. They were instructed that charges would result for their failure to act as good union men, and are said to have "seen the light" in short order.

The chief engineer is said to have wanted to put Ray Sanders ashore after he was ruptured while working on a feed pump and unable to do any more heavy work. Delegate Thompson saw the captain and was guaranteed that Sanders would make the passage home.

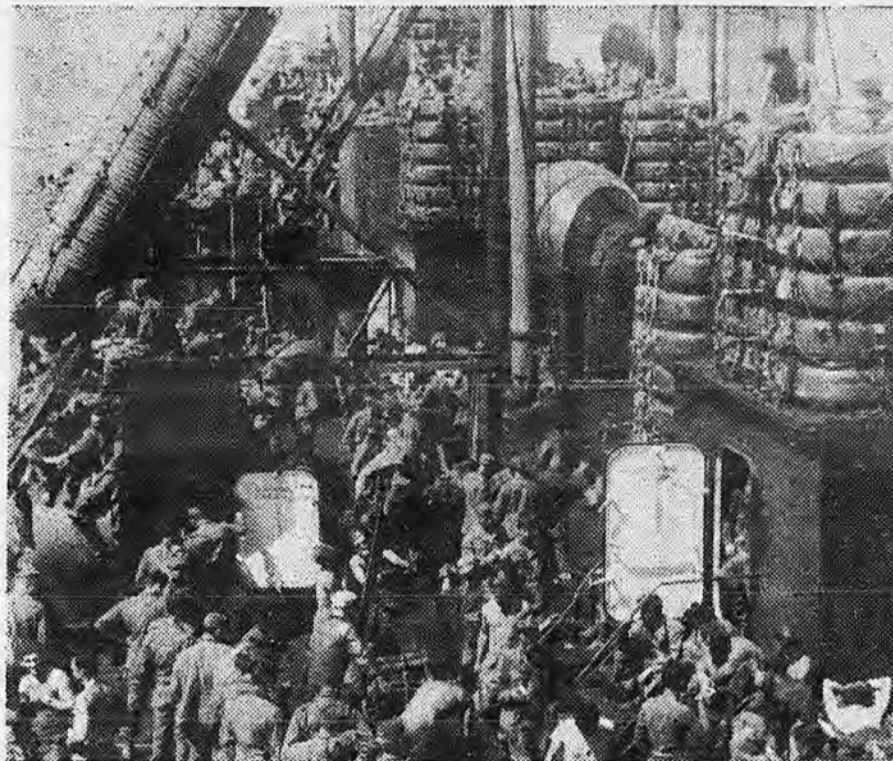
At the meeting the chairman expressed hope that the men would have their books ready at payoff time and conduct themselves as good union members should in meeting their commitments.

Alex Newman, Bill Thompson and Bill Beckwith were delegates for the deck, engine and stewards departments, respectively.

ing the iron in the laundry, and it was stated that the iron was for the use and benefit of all. It was also suggested that the laundry be kept clean; and that suggestion boxes in the messrooms be painted white; that messrooms be daily inspected and that a blackboard be placed there.

At a previous meeting the Steward explained the difference between legitimate overtime and bum beefs that are a headache to the shoreside Patrolmen at payoff time.

The Vassar Victory report was furnished by Joseph H. Uzonyi, Rec.-Secretary for the ship's trip.



Some of the troops aboard the SS Madawaska Victory on her return voyage to the U. S. They all seem happy to be getting back to the States, according to the photographer, who was one of the crew members.

Education On Scotts Bluff

Education was the keynote of the meeting as there were many trip card men aboard the SS Scotts Bluff on her last voyage. The members held that the primary purpose of the meeting was to instruct these men in the history and the present problems of the SIU.

The chairman called on the Bos'n, a 34 year deep-sea sailor, to tell about the conditions as they existed prior to the existence of unions. He then called on Roy Hawee, Fireman, to supplement the Bosun's remarks.

The chairman then read an article appearing in the Log written by Louis Goffin, as well as excerpts from the SIU booklet "Here's How, Brother."

It was pointed out to the younger men the importance of maintaining their membership during the days ahead, and that responsibility falls on each man to be competent in his job.

E. Kaprell, a former NMUer making the voyage on a trip card, asked permission to address the meeting. He expressed his delight at the enthusiasm and fraternal feeling existing at the meeting. It was said that he was planning to payoff in

The meeting unanimously passed a motion instructing the ship's delegate to write the San Pedro Agent, claiming \$2.50 per day for 12 days' compensation because of the master's failure to provide bum-boat service ashore in Panama, as provided in the agreement.

The engine delegate reported to the meeting that a condition existed in the fireroom which made it unsafe for the firemen on watch, and generally menaced the safety of the ship. He said he'd taken it to the chief engineer who had given him the "old heave-ho" and even refused to go down and look at the condition.

After considerable discussion, the delegate was instructed to take the matter to the captain so that proper repairs could be made in Panama. And it was said that if the crew got "a run-around from the WSA there," the delegates were to report to the union officials with a view to getting the company to bring about safe-working conditions on the vessel.

GOOD EATER

The deck delegate brought up actions of the 2nd mate in posting a lookout on the flying bridge during Saturdays and Sundays, while none were required during the week. The meeting reported that the "principal object is apparently to have a stand-by to get the mate coffee and an occasional sandwich."

As this mate's only diversion at sea "is to play cards in the messroom and eat up the crew's night lunch," is was unanimously voted to keep him out of the messroom, and all crew members were instructed not to play cards with him.

The meeting asked that the chief engineer put more pressure on the lines to the drinking fountains.

(Reported by Wm. McDonald, Rec.-Secretary)

John Merrick Crew Cites Mate's Misuse Of Safety Equipment

The only dispute cited at a recent meeting of the SS John Merrick were with the chief mate on the issues of overtime and his uncouth conduct during the voyage, and it was agreed that he be brought up on charges. It was said that he was "under the weather" some of the time, and alleged that he misused safety equipment and fire apparatus, and charged that he disposed of a hawser and a great quantity of dunnage. As well as this, he refused two men the right to go to the hospital.

The only controversy in the engine department was about the junior engineer who, it was alleged, had not shipped through the Hall. Action was asked by the crew.

The entire crew agreed that no one payoff until all the overtime had been settled and the question of holidays, V-E and V-J Days.

INSTRUCTED TO WRITE

Brother Drucker was instructed by the meeting to write a tribute to the purser and Steward, for their good treatment of the crew during the voyage. His letter follows:

"Sailing with Calmar, one of the toughest companies on the high seas, the recent Mediterranean voyage aboard the SS John Merrick was greatly improved through two fellows I should like to thank here.

"They are Charles Engwall, purser, and Charles Morrison, a darn good Steward. Both these gentlemen really went to bat to make things content aboard here.

"A recommendation should also be given to the stewards department, who went out of their way to accommodate the boys.

"Our delegates, who did everything in their power to clear up the countless beefs and disputes were Thomas Thompson, deck; Robert Kale, engine, and Eddie Atkins of the stewards department.

"As a whole the crew were a grand pack of boys. Let's hope in the future that the boys that sail with these fellows have an excellent trip, the same as we did."

BEST YET

Brother Drucker further reported on the payoff and the Union Patrolmen, as follows:

"At the present moment we have a hot and fighting case going on. Naturally the "capitalists of Calmar" are trying to hold back on that thing we commonly call 'rope yarn,' but with us we have three of the most fighting patrolmen.

"They are in my estimation about the best I have seen yet—Brothers Leon Johnson, Keith Alsop and Ray White—and are going to bat.

"The fellows are really sticking by, no backing out on this ship."



Panama under mutual consent, and a special meeting of full book members was proposed to take care of his case before reaching that port.

A letter from Paul Hall was read, dealing with the necessity of holding meetings.

THE MEMBERSHIP SPEAKS



GOES TO BAT FOR OVERTIME FOR THE BLACK GANG

To the Log:

It's about time that we impress upon all our new rated members of the black gang (oil-ers in particular) that when they work winches from midnight till 8 a. m. and then are compelled to turn to until 5 p. m. they should also put in for 8 hours more overtime.

I found these conditions on the SS John L. McCarley. I straightened the boys on this matter but the chief engineer at first refused to okay any such overtime so it took us two days extra before the ship paid off.

Regarding all the unrated men we have in our hiring hall, such as Ordinaries, Wipers and Messmen: Why can't the dispatcher be given a waiver to ship any one of these men to any job called for on any of three categories.

None of these jobs calls for any particular skill, so why not place them wherever needed? It's also about time somebody went to bat on the question of Deck Engineer and Wipers' quarters on Liberty ships next to the messroom. It's next to impossible to sleep there. Now that most of the gun crew is off the ships, why not make different arrangements?

A. Melendez

BUCKLEY EXPOSES PILOT LIES ABOUT SIU MEMBER

To the Editor:

It gives me great pleasure to prove that the NMU Pilot is a damnable, lying, slander rag.

On February of this year, these rats printed a story about Jerry Pietro, who spent over 2 years in a German concentration camp, calling him an associate of Nazi soldiers.

I spoke recently to a member of the National Maritime Union who sailed as AB aboard the SS Carleton, who also spent time in this German camp.

Olaf Olsen Fosse said that Jerry Pietro was a good Union brother, and at no time did he associate with the German soldiers, as stated by the Commy rag, the NMU Pilot.

He says that to keep peace in the camp, Jerry Pietro did beat hell out of two American seamen who thought they were tough.

Joseph Buckley

HOSPITALIZED, HE THANKS HEWES CREW FOR GIFT

To the Editor:

I am a member of the SIU and on August 18th I shipped out on the SS Joseph Hewes, a Liberty reconverted to a troop transport.

We reached Port Said, Egypt, some 30 days later.

After a few days in port, it was found that I had a cyst on

the base of the spine, and would require immediate medical attention; so I signed off the ship and was transported, through the WSA to a swell Army Hospital there in Cairo, Egypt.

A few days later I received \$66.00 from the officers and crew of the SS Hewes. Since the ship left, the personnel had no way of knowing if I received said amount. So if you would please express my appreciation and thanks for their act of benevolence and heartfelt sincerity in the *Seafarers Log*, I would be deeply grateful.

Thanking you for your help in this matter.

Nat Tombrow

GET 500 HOURS OVERTIME FOR WORK CADET DID

To the Editor:

The following which occurred during this voyage, is something which should be of interest to the membership:

We came into Panama outer Harbor October 5; 20 days and we got the *Log* and were glad to get them. This is the first union news we have had since we left Pedro. I have written but have not gotten any results as yet, as the mail is not on time.

We of the Ft. Donelson want to thank you for sending us the *Log*.

We think the SIU is doing a grand job.

So keep up with the good work you are doing.

We have over 500 hours for



work that the cadet did that we are putting in for. The chief mate walks off the bridge and comes on deck and shows the boy how to work. He has a bad habit, but he won't listen to me or the bosun.

Earl Fant.

ANSWERS MEMBER ON SUGGESTION ON OVERTIME FINE

To the Editor:

This letter pertains to an article in the July 13, 1945, issue of the *Seafarers Log*, labeled "Lower the Boom on Paid Passengers," by Charles J. Hartman and John D. Lemore.

These two guys think a member should be fined for refusing overtime. If that's what they want they ought to go pretty

Speaks His Piece



Exercising the democratic right of speaking his mind that all SIU members have, this rank and flier takes the floor at a membership meeting.

well in hand with flat-head "Red Joe."

In place of fining members for abuse of overtime, all members should teach the abusers the right and wrong. That is the only way to run a true seaman's union.

Whenever a union makes a provision in the constitution that if a man refuses overtime he shall be fined, then it is time for the union to fly the Red Banner, "unquote."

I would like very much to see this printed in the *Log*.

Arthur E. Welch

CALL FRANCIS MARION OFFICERS COMPANY STOOGES

"Phonyism" ran riot on the SS Francis Marion with the old man, steward and purser on the last voyage. This triumvirate, in particular the Steward, who after all is rank and file representative succeeded in messing up an otherwise congenial routine trip.

The Steward whose "top-sider" tendencies were at all times evident, was moreover pathetically incompetent and at times just downright stupid. It would seem that they should provide a man in his capacity who is at least reasonably literate, and can understand and conform to a Union contract.

The purser, who fancied himself a combination of Al Capone and Anthony Eden, actually could be labelled as nearly a stool pignon. He endeavored to ingratiate himself with various brothers by petty bribery and a honey-smooth line to the end of extracting information. On one occasion he entered the fore-castle of militant unioner T. Lecisse with the intention of intimidating the brother.

In general this phony far exceeded his function as company clerk. At all times however, it was obvious that he served the retrogressive policies of the old man.

The old man operated much more subtly than his stooges

letting his "shipping" boys take the punishment. But at all times his heavy company hand could be detected. In Germany, prisoners came aboard to perform SIU deck work at below SIU deck rates.

Incidentally, Bremerhaven was the scene of a drunken, hell-raising, pistol brawl featuring various assorted gold-braiders, including the old man and chief engineer, which, if conducted by the crew personnel, would most certainly have been brought to the attention of the vigilant Coast Guard.

Incidentally the relations between the 700 odd troops and the crew on the return voyage from La Harve were excellent. More than one GI expressing satisfaction with Union methods and the treatment accorded them by the crew.

—C. Debussy, M. Sterne, P. Tomides.

CITES MATE'S PHONY DEALS ON DONNER LAKE

To The Editor:

Here's one for the books.

For several days, our phony, bald-headed 1st mate, F. W. Carlock, has been tying up two army YOs, 101 and 103, all by his lonesome self.

Then all at once on Sept. 28, a hell of a cold and rainy morning, he gets the bright idea to call out three seamen to tie up on of the YOs, at 5:45 a. m.

This one is only one of the many phony deals he's pulled. He doesn't go by the agreements or know why there is a union.

Why don't they put this \$150 a month shoe salesman on one of the NMU ships?

We know these beefs will be taken care of when we get back to port.

—Crew of SS Donner Lake

WARNS MATES OF BAD BOOZE IN ITALIAN PORTS

Dear Editor:

We are laying here on the Louis Kossuth in Palermo, Sicily, waiting to get into drydock because we ran aground coming into Bari, Italy, and put a hole in the bottom of this rustbucket.

It will be some time before we get into drydock, and we have been waiting in Bari and here over a month.

Listen, brothers, if you come to this locality be sure and be careful of what you drink in these gin mills, for we have had one case of alcohol poisoning already.

I know the urge to want to break the monotony of ship's routine work, etc., after getting into port, but be careful what booze you drink here. For you won't be helping yourself or shipmates by being laid up in hospital with a belly full of bad booze.

—Black Gang Delegate

MEMBER BLASTS "OFFICIAL" PRICES FOR FRESH FRUIT

To the Log:

While aboard the Jessie H. Metcalf and unloading in Naples we ran short of fresh fruits. In fact, there was a real shortage of all, even when we left. It seems that we were loaded with about all the kick-off stuff they could get and put aboard. We sailed from New York on July 9, 1945, to load at Baltimore.

On that long, long trip down there the real fresh eggs they



put aboard turned bad, and they had to unload 41 cases and get others in their place. They also had to dump some of the meats overboard after we cleared from Baltimore.

We only had marmalade; no jam or jelly was put aboard. There were cookies of only one kind and they tasted like they were left over from the last war. As I started to say before, thinking back to the day we sailed from New York, while unloading at Naples we kicked to the Steward about getting some fresh fruit aboard, so the gent went to the WSA to inquire about the same.

The prices he came back with really would make any one sit back and bellow. So the crew got together and went around the market over there, looking over the list. This is in the so-called black market, the pushcart and the farmers' market.

The prices they found out themselves:

Market Price	WSA Price
Watermelons	
26 Lire each	70 Lire each
Other Melons	
13 Lire lb.	23 Lire lb.
Peaches	
16 Lire lb.	26 Lire lb.
Grapes	
9 Lire lb.	18 Lire lb.

The vegetables ran somewhat the same. After bringing the prices we got, the Old Man asked the WSA if we could buy in the open markets. You know—the answer was "no," and on top of that they said there was a charge of 50 percent for serving the ship. He made that remark about the man with the lantern looking for someone who was really honest, but he would not be found in Naples.

E. P. O'Brien

AROUND THE PORTS



Skipper Brought Up On Charges For Endangering Crew's Safety

By ARTHUR THOMPSON

SAVANNAH — Last week was the busiest we've had in a long time. We were called on to crew up the SS Diamond Hitch, a new AV1 of the Alcoa Steamship Company and at the same time the SS John Mackay, a SUP ship was paying off. After crewing up the Diamond Hitch, with the Steward and Electrician coming from the New York hall, I found my shipping list nearly depleted. When the call came for a deck crew for the Mackay, I was stuck. On top of this, four SIU ships came to Charleston and they asked for a complete crew for the SS City of Alma and a few replacements on the other ships. I managed to place most of the men called for but I'm still short of a few men.

I made two trips to Charleston and tried to get aboard ships paying off, but the Army and the Navy both refused to let me aboard ships in the Embarkation Dock or the Navy Yard Pier. I saw some of the boys who had a beef against the skipper of the SS John Hassler, but the beef will have to be taken up in New York since the Bull Line has no offices down in this neighborhood.

The skipper is a 23-year-old punk who seems to be a first class louse; and I heard that he has been in trouble before, refusing to see one of the Patrolman in New York. I didn't get to see him since I couldn't go aboard, but I believe the ship is due in Savannah in a couple of weeks and I'll see him then.

COPS GAS

Charges are being preferred against him by some of the crew for taking gas out of the lifeboat



to run his motorcycle. The commissioner in Charleston says this is a serious charge and, if proved, will go hard on the skipper. The gas he took from the lifeboat could be the difference between life and death, if the crew had to abandon ships for any reason; and a skipper who has no more consideration for his crew than he apparently has is not fit to have a license. The case will probably come up soon and you'll no doubt hear more of it later.

The SS James Miller which left here two weeks ago just sailed by. She's back with a load of sugar and is due to make another similar trip. I don't think I'll need

many replacements on her since the crew all seem to be satisfied with the officers aboard. The ship will be back in Savannah again, so Savannahans couldn't want a better set up.

LOTS OF SPUNK

In last weeks report I stated that Brother Cail had been taken off the Miller with a bad hand. I was misinformed, however, and just discovered that Cail made the trip because they couldn't get a replacement for him. He just got off, and is probably bound for the hospital now. He did show a lot of spunk though and a real union spirit in making the trip with his hand in the condition it was.

NO NEWS??

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

BALTIMORE
PHILADELPHIA
SAN JUAN
JACKSONVILLE

The SS Coastal Mariner, another AV1 for the Bull Line, is coming out of Brunswick, Georgia, in a week or two, and I expect to have a hard time crewing her up. They already called for an Electrician, and I happened to have one on the list who will take the job. If any of you who reads this wants to try an AV1 come to Savannah, and you're pretty sure of making this one. It's scheduled for delivery about November 1st.

Mississippi Cuts Food Supply On Milton H. Smith

By E. E. HIGDON

NEW ORLEANS — The Milton H. Smith, Mississippi Shipping Co., sailed in, and the company refused to pay overtime to the Deck Engineers for doing electrical work which comes under licensed personnel. We had several meetings with the company, but have been unable to get any satisfaction out of them. We are still working on this, however, and will not give up until the boys get what is coming to them. The Seatrain, New Orleans, came in and there were quite a few beefs, but the beefs were settled and the crew was very well satisfied.

When SS Milton H. Smith, Mississippi, came in, we discovered that the crew had not received anything that had been promised them.

PROMISE MADE

Before they left Pensacola, Fla. going South, they ran out of all fresh vegetables, potatoes, etc. They had been promised here in New Orleans, before they shipped out, that they could and would get all these provisions whenever they wanted them. Upon arriving at Rio de Janeiro, they received a very, very small amount of stores—not sufficient for the personnel aboard ship.

Captain Carpenter assured the crew that when they arrived at Santos they would be given the necessary stores, as they wanted to buy them there because they were cheaper. However, when they arrived there the following letter was received.

"Dear Sir,
We have received a cable from the Mississippi Shipping Company, Inc., New Orleans, to the effect that the purchases of Stewards Department Stores continue to be excessive at Rio de Janeiro and Santos, and that vessels must not purchase anything except fresh vegetables and fruit, and that the maximum purchases must not exceed \$500 per steamer

between the two ports. Will you kindly be guided accordingly.

Yours very truly,
American Steamship
Agencies, Inc.

(Signed) Harold McCardell"

The requisition turned in at Santos was cut to ribbons and the food brought aboard ship wasn't enough to feed ten men well enough to keep their pants up.

HUNGRY SHIP

They went to the American Consul that afternoon and he told them he would contact the captain. He assured them (in a very sarcastic manner) that he and the captain would iron this all out to "their satisfaction." The Consul refused to let the ship's delegate sit in on the discussion, as he said this was no problem

of the Union. Nothing was done and since the stores were insufficient for the crew, they all returned hungry! The ship was



also alive with roaches, maggots, and worms and in very poor sanitary condition.

Mobile Continues Good Shipping

By JAMES L. TUCKER

MOBILE — Shipping continues to be good with all kinds of jobs on board and no takers. We crewed up the Frostburg Victory, a trooper, this week and are still looking for cooks. What happened to some of our cooks, did they start up hash-joints ashore somewhere?

We had the Pan-Orleans in to payoff after her third nine-day trip. Things is getting along okay in the deck department now and not a sailor got off her this trip which is remarkable as we have been using her as a training ship.

SHIPS IN TRANSIT

We are getting quite a few ships in transit from the Pacific coast in for orders, and some lay around for two or three weeks and then go over to Pensacola and load coal. We have one of Waterman's C-1-As in that is on the Puerto Rico run, but no turnover in the crew as most of the fellows just joined her in New Orleans.

We will have one of Alcoa's

C-1-Bs in next week that is on the Bauxite run, expecting her to take pretty near a full crew. We should also have an old Hog Island type in the Alcoa Pilot. It is funny, but you have less trouble crewing up one of these old rust-buckets than the new ones. On the last Hog Island to go out of here we only had to put about three trip card men on her.

MIGHT GET IT

We should have another C-2 out of the yard here for Waterman about the 10th of November—the Kyska. This is the third time that we have had a date of delivery on it, so we may get it this time. They are also building another Madin Creek. This will be the third of that name, two of which was sunk with the loss of many of our brothers. We are still getting our share of the T-2 tankers in here with two so far destined for the bone-yard. Also the tankers are now on the circle; one that crewed up out of here is back and another is due shortly to be back in the Gulf somewhere.

Union-wise Crew Follows Rules And Ship's Payoff Is Simplified

By JOHN MOGAN

BOSTON—Just completed another busy week in this port, with heavy shipping continuing. Not so many payoffs on the SIU vessels, which seem to be discharging most of the cargo here, and retaining just enough to make the payoff "legit" in some other port. On the SUP ships, however, we are getting plenty of payoffs, with at least six more scheduled for the first of next week.

We're pretty certain that Dwyer of the SUP will send some one up here for these, at any rate, we hope he will be able to, because we've been notified that there are three or four SIU ships scheduled to pay off at the same time.

EASY SHIP

Crewing up this stuff hasn't been too bad, inasmuch as we had only a couple that required engine and stewards replacements. The SS James Harland (Robin) paid off very clean, with a small stewards department. Since 32 troops were carried on the return voyage, there was some overtime for the stewards depart-

ment, and Robin didn't want to pay it the way the Patrolman figured it should be paid. Otherwise, it was a very easy ship to handle.

Another example of a good, union-wise crew was that of the Lincoln Victory, which also paid off here. Everything was lined up in apple-pie order by the ship's delegates, and the Patrolman was able to sit down before the payoff and go over each individual item with the paymaster, thus getting stuff on the pay-



roll for the payoff which ordinarily would go on a supplementary.

WAY IT'S DONE

This is the only way to get rid of beefs. 90% of them can be handled this way, provided the individual overtime sheets are kept in good order by each member, with the assistance of a good ship's delegate. That this sort of cooperation is on the increase is attested by Louie Goffin in a recent report, in which he says that very little work is coming his way these days, that nearly all beefs are being settled in the payoff ports.

The docker's strike lasted but 24 hours in this port. The longshoremen walked out, and had a mass meeting in Faneuil Hall to give the matter a good airing before the membership. It was pointed out that the New York and West Coast commies were trying to disrupt the ILA and that for the Boston outfit to stay out would not help the genuine rank and file longshoreman, but would play right into the hands of the commies. There were a few hecklers at the meeting, identified as NMU bums, who got themselves in wrong for their trouble.

NO FOLLOWING

It's a funny thing about Boston, but the commies cannot make any headway whatsoever — especially in the labor movement. About the only place one might discern the propaganda tactics, etc., is among the idle rich and their coterie of intelligensia, or medium-grade morons. For one of these to try to move into Boston's waterfront with their assorted collection of followers would be like trying to check into the Waldorf-Astoria in dungarees and sea-boots. To sum up, then, all the "longies" in this port are in full support of the real longshoreman brothers in New York and have consequently gone back to work after the brief stoppage to discuss the issues.

In regard to the Isthmian drive Boston is doing its share and is making good progress for the Seafarers among the Isthmian seamen.

Tampa Extends Port Facilities

By D. L. PARKER

TAMPA — It seems that the fair minded citizens of this county and city, especially the business people, have realized the reasons why this port has been a port of No-Call to the ships that are flying the American flag. This port has been dominated by a few political grafters and there was no incentive for the shippers and steamship operators to make any bids on exporting or importing trades.

Another thing, the channel from the bar to the docks was not deep enough to accommodate the larger ships, and the docks here are in such a condition that even walking upon them is dangerous. Now this past week the people voted as to whether there would be a Port Authority set up, so as to take care of the above matter and it was voted eight to one to set up this machine.

As soon as this committee has been selected and approved, things here will begin to hum,



and this will be a port second to none in the Gulf area.

The Bull line will begin to op-

Sturdy Hog Islands Are On Their Way Out

Of the 114 Hog Island merchant ships available for service at the outbreak of World War II, only 56 remain at the climax of a long and brilliant sea record which included sailing in the most hazardous waters during the heaviest enemy attacks.

The sturdy Hog Islanders, designed for World War I but completed too late to serve, were an important part of the American merchant marine at the outbreak of the war. They became battle-scarred veterans of the Murmansk, Red Sea, England and Pacific runs during the five years that followed. Many of them tangled with the enemy long before Pearl Harbor.

Fifty-eight ships paid the full price, four in '40; nine in '41; 32 in '42; six in '43; six in '44 and one in '45. Four of them were sunk deliberately, with other vessels, to form a breakwater on the Normandy beachhead. Worn out by 25 years of sea duty, these veterans ended their careers by saving men's lives.

Three of them are still serving as hospital ships, the balance carrying troops home and servicing the armies of occupation. Some have already headed for the boneyards, others will follow.

Before long the Hog Islander will be only a name, but a name that will long live in the memory of the men who sailed them in war years and in peace.

erate as before the war. They are now getting one and two ships in here every ten or twelve days, and Moran tugs are coming in here once in a while. The only trouble is that we do not have enough rated men here to fill the jobs, and it is useless to call other ports as they are short, too.

AIN'T IT TOUGH

The finky RMO is folding up here on 31st of this month, and we are being bothered with the ATS boys. Seems as if they are not getting the cumshaw from Uncle Sam, when they are on the beach. It gives me great pleasure to listen to their woes and wants, and then to give them the old one-two about deserting the Union when we needed them so badly during the war; and then to top it off tell them to go back to the Silvered Tongue Orators, and maybe Admiral Land and his clique will take care of them. Or they can sing that old song "No body loves me."

KEEPING IN TOUCH

Brother Dudy Carpenter has put in port here for dry docking and general repairs, such as a dry tongue and some hand-made meat choppers: Just wondering how come he loses his meat choppers.

Johnny Williams is doing a Charleston on the MV Race Point, heading for Brother Ray White's Port.



Five Lancaster, Pa., police keep "law and order" in a strike against Conestoga Transportation Co.—by surrounding and assaulting a striking member of Local 1241, Amalgamated Assn. of Street & Electric Railway Employees (AFL). The strike, which saw scabbing and police violence, was won by the union after 27 days. (Federated Pictures)

NMU Born Of CP Marine Workers Union

By LOUIS GOFFIN

Although we promised to harp on the subject of fink halls "again and again," and although we feel that we can't overdo it, this week we take time out to acquaint some of the newer members with the communists and their fellow-travellers and their role in the maritime industry.

We realize that there will be a number of articles about these

rats, but not many will be written explaining how their tactics in the past few weeks tie into their activities of years ago, and what is obviously their goal in the future.

Under the name of "Marine Workers Industrial Union," which was the American Branch of the Moscow operated "International Seamen and Harbor Workers,"

the commies tried to take over the waterfront in 1934.

The strike of 1934, and the re-organization of the old ISU, gave them their first real opportunity of infiltrating the ranks of the honest trade unionists in the maritime workers' movement. By late 1936, during a rank and file strike, they succeeded in splitting the seamen into two factions. One becoming the NMU and the other the Seafarers International Union.

Under the new name of NMU, the old communist Marine Workers Industrial Union continued its operations. The same communists who had led the MWIU became officials in the NMU, and carried on the work of the communist party within the new organization.

FAILED OBJECTIVE

Even though they duped thousands of honest seamen into following their lead, they failed in their ultimate objective of capturing the maritime industry.

The only reason for their failure, and guarantee of their failure in the future, is the Sailors' Union of the Pacific and the SIU. Standing against the commie sell-out of the maritime workers, these veterans of the labor movement have out-thought them and out-fought them. That was the past.

As for the present, little need be said. The events of the last couple of weeks have shown clearly how the commies operate and what they hope to gain. A few days ago the united action of the SIU and SUP pushed these commie rats back into their holes, when they tried to infiltrate the International Longshoremen's Association.

The tactics here were exactly the same as they'd used in splitting the old ISU. They lined up honest members of a union who had some disagreements and used them against one another. They made commie dupes out of them.

We have one main advantage over them if we look for it. By watching the Moscow foreign policy we can know in advance what the communists are going to do in cooperation with their comrades over there.

Forewarned is forearmed!

NO DOUBT ABOUT THIS



Everybody knew where he stood on this question. Above is a section of the October 10th meeting of the New York branch, showing the overwhelming vote against WSA Order 53, which calls for "competence" tests for all stewards department ratings above second cook and baker.

Union Wife Knows, And Gives, The Score

Here is one Union wife who knows the score. We are most of us so accustomed to seeing the daily press against us that we just shrug our shoulders and let the lies go without saying anything. But Mrs. Louisa Molina, wife of an SIU member, couldn't allow an attack in the letter column of the Galveston News go by without answering that finky letter.

Read it and see if you don't agree that Mrs. Molina is well educated in Unionism, and cer-

tainly put the labor baiters in their place.

"BELIEVER IN UNIONISM"

"To The News:

"After reading a letter in "Pens of the People" berating unionism, I must say I'm seeing red. I just wonder if that person ever worked for a living.

"My husband is in the merchant marine, and were it not for the union he would be sailing ships for the grand pay of \$46 per month, with roaches, rats and bed bugs thrown in to boot. Peo-

ple who have seen those conditions appreciate a labor union. If the capitalists of this country had to live on the working people's wage they would soon be striking, too.

"The working class of people do not want to break the poor dear capitalist, but want a rate of pay to jibe with the high cost of living. If that is asking too much of the capitalist, then they certainly should Mayflower to another land, but not one of freedom. "Mrs. Louise Molina."

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

SPORTLIGHT

By
GRANTLAND
RICE

A leading expert on brain and muscular action has announced that man's mental and physical prime or peak is around 33 years—that most of his good work is done before he is 40 and little of it after 50.

The expert admits that there are certain exceptions, but he is taking the general average. He fixes the physical peak around 33 years in the matter of age. The mental peak around 40. He may be entirely correct in sizing up the mental side of the argument. So many golden autumns have slipped by since we were 33 that most of the details are a bit hazy. But the expert uses up too many years in calling the athletic peak.

Here are just a few leading examples—

1. Jack Dempsey was just 24 the day he maniced Jess Willard and in this Massacre of Maumee Bay, Dempsey was at his peak. He was better that hot July afternoon than he ever was later on. He earned a one-round knockout in that Toledo assault, bell or no bell.

2. Ty Cobb was 25 when he turned in his greatest season. This was in 1911, when Ty delivered 248 base hits, 147 runs, 83 stolen bases and a batting average of .420. He was almost as good a year later with a .410 average, but not quite up to his 1911 collection. The two ages of 25

and 26 found the Georgia Peach at the top of a great career.

3. Babe Ruth was 33 years old when he blasted his 60 home runs. This was in 1927. But the Babe fired 55 four base blows in 1921 when he was only 27. But it should be recalled that the Babe was a pitcher until he reached the age of 25. He was around 24 when he came to his pitching prime.

JONES A CHAMP AT 21

4. Bobby Jones found his best year in 1930 when he ran into his Grand Slam. He was then 28 years old. A "Boy Wonder" at the age of 14, he was 21 before he won his first championship in 1923. While Jones was only 28 when he retired from active competition, he still had known 15 seasons of hard, tournament golf.

5. Big Bill Tilden was 26 before he won his first major crown. His top years ran from 26 to 31, although he remained a star through another decade. But you could name his peak at 28 or 29 and not miss the mark by many weeks.

6. Jim Thorpe, greatest all-around athlete, came to his best year in 1912 when he was in the general neighborhood of 25 years. That was the year Old Jim won the Olympic all-around championship while also playing his best football and baseball.

You'll find this cross section



gives you man's athletic prime around 26 or 27. I mean the top ones. I could name other examples. Walter Hagen was 21 when he bagged his first U. S. open crown in 1914 and he was 26 when he won his last one at Brae Burn in 1919. But after that his British campaign was just as brilliant.

The war cut into any Joe Louis rating but you could name his 27th year and not be far wrong.

And there's the case of Mel Hein, the Giant center now facing his 19th or 20th football season, adding in his college years at Washington State. Hein's peak was in the vicinity of his 27th and 28th year.

VALUE OF EXPERIENCE

The eminent expert in sizing up the mental and physical side overlooked one important detail—it is the physical side that collapses or takes the first dip.

Many veterans still hang on, veterans with fading legs and and fading arms through greater experience and the smartness that only the years can bring. These men have to offer their brains against younger legs and younger arms.

Jack Quinn was a winning pitcher well beyond 40, after 26 years of pitching. When some one asked Jack how he could hang around so long his answer was quite simple—"A wife and six children."

But the golden age of sport is still youth—those years that run from 23 to 27. At the ages of 26 and 27 we have the winning combination of physical youth and experience. Possibly the ages 22 or 23 would be the big years physically, but they lack the experience which later years bring.

Knute Rockne never liked sophomores and John McGraw never cared for rookies.

After all, there is no substitute for experience, eight times out of ten. In this diagnosis we must stick with the general average—not with the exceptions. In sport the best physical years would be around 23—the top mental years around 28.

"As a matter of fact," several well known trainers tell me, "the ideal physical age, minus experience, is around 21 or 22. It is experience and the know-how that make 26 or 27 the better years."

CURRENT EVENTS . . .

AT HOME

AFL delegates to the Washington Labor-management conference are committed to oppose any no-strike pledges or compulsory arbitration moves . . . The admission of Mine Worker President John L. Lewis into the AFL next January is regarded as pure speculation . . . The results of the General Motors workers poll indicate that an overwhelming majority are demanding a work stoppage unless GM grants the 30% wage increase . . . The United States Steel Corp. has declared the \$2 a day increase demand "impossible" without raising ceiling prices . . . The Musicians' President James Petrillo, is demanding protection for his members connected with FM (Frequency Modulation) broadcasts.

The expected "invasion" of New York flopped as the U. S. Navy failed to "take the town over" during its visit. Reason for the lack of enthusiasm is not clear. New York hotels, which had been asked to keep rooms available for Navy personnel, began seeking customers . . . The NMU assistance to Bridges (ILWU-CIO) in his ILA raid was exposed as a communist political grab rather than a rank and file or jurisdictional fight. One newspaper stated that legitimate demands of rank and file members were defeated because of communist interference. By Wednesday, however, the NMU announced defeat, so did the Daily Worker.

President Truman told Congress that one year of military training for all males (17 to 20) was the only way to safeguard the nation and keep the peace. Sounds like we will keep the peace even if we have to go to war to do it . . . Admiral King and Secretary of the Navy Forrestal opposed Army-Navy-Air combine proposals. Forrestal said that Hitler had all forces under one command and look what happened to him . . . The Navy is trying to arrange tests of the atomic bomb to determine its effect of fleet formations . . . Peace, its wonderful!

Key proposal in the National Association of Manufacturers "new" plan for avoiding a depression is the reduction of corporation taxes "to encourage initiative," their spokesman declared full employment legislation is "defeatist."

A candidate for Yonkers (N. Y.) City Council, a coal dealer by profession, accused of using statements made by Lincoln as his own, said, "I am pleased and proud to have the opposition put me alongside of such a great man as Lincoln . . . Lincoln split logs, I split coal and my political opponents are splitting hairs."

INTERNATIONAL

Struggle for influence in Europe raged between the U. S. and USSR as the Bulgarians boycotted the polls, charging the communists were throttling free elections . . . Yugoslavia's Tito was warned that recognition would be withdrawn unless he allows democracy in that country . . . Washington protested the Soviet-Hungarian trade treaty which gives Russia 50% of Hungarian industry and trade . . . Poles were said to be asking "When is the American Army coming to liberate us from the Russians?" . . . By Wednesday, however, signs of improved relations between the U. S. and Soviets began to appear. Russia's Ambassador Gromko made a hurried turnaround trip to Washington and back reportedly to carry a personal letter from Stalin to Truman. Confusion existed regarding the purpose of his visit.

In Britain the Labor Government was running into trouble as the wildcat longshore strike threatened to create a general strike. This was predicted by strike spokesmen who are called communist influenced or communist.

Twenty-four Nazi leaders were indicted for their part in the war. This indictment sets a precedent which might establish the principle that warmakers can be tried and punished as criminals. Only, of course, the losers . . . Three Germans were sentenced to death and four other to prison in the first American trials for mass murder . . . General Eisenhower declared that Berlin voters would out the communists from domination of the area's government if given a chance of a free election . . . Sweden's Premier advised the Riksdag (parliament) to abandon neutrality and join the UNO (United Nations Organization), but to avoid being forced into any bloc . . . The Allied Control Commission decreed equal justice for Germans regardless of race, religion or politics.

Vidkun Quisling died as a traitor. His crimes ranged from causing the death of thousands of Norwegians to stealing King Haakon's spoons.

In a manner reminiscent of Stalin-Hitler voting methods, the Soviet-influenced Outer Mongolians are reported by Moscow to have cast nearly 500,000 votes for severance from China. The plebiscite, according to Russia, showed that not a single negative vote had been cast.

SPORTSIDE WITH SHORTY

LOUIS

THE MIGHTY PEN

BIG SPORT NEWS OF THE WEEK
 WAS THE SIGNING OF JOE LOUIS AND
 BILLY CONN FOR TITLE FIGHT
 NEXT JUNE. \$3,000,000 GATE
 IS EXPECTED, WITH YANKEE
 STADIUM PROBABLE SITE.

LOUIS GET 37½% OF
 NET; CONN 20%,
 OVER HALF A MILLION.

BULLETIN BOARD

SS STEPHEN LEACOCK

John Felix	1.48
Alfred Lord	.69
Alex Hitas	.69

SS THOMAS WOLFE

E. L. Ford	4.22
Geo. W. Salter	20.28
Robt. Bewley	10.32
W. G. Willison	2.75
Adelbert Whitehead	1.37
H. C. Cloduis	11.02

SS VIRGINIA DARE

A. Rugaber	8.74
A. Rugaber	.83
Williard Mulling	8.74
Williard Mulling	.86

SS VIRGINIA DARE

J. Monte Verde	3.62
L. Lang	10.53
J. Ryder	10.53
E. DePietro	3.80
Joseph Paulier	1.90
Philip DePaz	75.12
John Lukachyk	75.00

SS WILLIAM R. DAVIE

Fred Shaia	1.42
Joseph Tardiff	10.00
Fred Shaid	3.56
Edw. J. Duggan	9.28
R. Burrows	10.42
E. S. Votey	13.79
Wm. Hoyt	98.75
C. W. Colgan	.84
Arne Mathreson	3.16
J. M. Kafka	10.99
A. J. Rasik	3.81
Sam G. Graham	3.81
Michael Kamanswski	3.81
A. J. Forde	2.53
C. C. Bowden	1.69
J. S. Gayan	3.38
L. C. Wilson	.84
G. C. Maxwell	6.77
O. R. Stick	1.69
S. W. Lesley	12.09
Chas. M. Raulsome	12.09
Nicola Scendra	18.49
Alexander Sarg	2.84
E. T. Ogren	1.42

—Unclaimed Wages— South Atlantic Steamship Line

Chas. R. Sergeant	1.42
John A. Grissop	1.42
D. H. Schwartz	8.53
D. H. Schwartz	98.75
C. D. Johnson	98.75
Harry D. Weir	3.24
Leo E. Morall	.30
J. D. England	2.13
John Trieste	2.13
S. L. Beach	2.13
Donald R. Elan	6.71
Theo. Pagacez	11.38
J. P. Kalafactor	3.55
F. R. LaCascio	2.84

SS WILLIAM K. KAMAKA

Steve Simmons	30.29
Johnnie Rhoades	5.51

SS WILLIAM G. LEE

Robert H. Robbins	2.64
Wilmot F. Howard	10.80
Jacob Dogart	42.38
Fred W. Eweder	14.00
Peter Perroti	6.00

SS WILLIAM DUNBAR

E. Okey	13.59
J. E. Bristow	6.77
P. M. Kisiwi	4.07
R. H. Clement	107.70
Adam Karpowich	1.52
Chas. Copeland	43.75
A. E. Gibson	179.41
Michall Rossi	2.84
Warren Williamson	1.42
William Tarver	210.30

SS WILLIAM J. PALMER

H. H. Greenwald	6.75
R. K. Stine	6.75

R. W. Porades	6.75
George Geisel	6.75
Wm. R. Bruner	20.52
Morris Flores	2.00
Maurice Ferratier	15.75
William Berry	24.17
D. Larsen	16.00
Wm. H. Jackson	1.78
John W. Gadbarg	2.67
George Walters	4.49
Orson R. Micham	1.78
R. R. Sexton	1.00
W. Simonds	39.61
Edward Collins	5.15
Harry L. Toal	13.36

Paul Berthiaume	5.51
Jacob Goggins	7.23
Jessie Pickle	23.40

SS WILLIAM PROUSE

Joseph Pistolesi	6.94
Glenn Arthur Kennedy	7.80
Wm. L. Miller	10.66
Arthur C. Townsend	12.02
Jerry Francis Barron	.02
Wm. C. Riley	10.55
Orville E. Dehnert	.69
Leonard Y. Craig	5.96
T. R. J. Winton	1.37
Andrew J. Smith	1.37
Manuel V. Homen	6.65
Matthew P. Zaleck	.69
J. L. McClellan	1.37
Thos. E. Beckner	4.82
Raymond W. Long	2.75
R. F. Henderson	3.43
Wm. A. Bryan	4.13
Louis E. Hopkins	1.72

PERSONALS

EDWARD R. FRY
Your clothes, union book and seaman's papers are being held for you at the Tampa hall.

LOUIS CIRIGNANO
Receipt of LE.12,700 (twelve pounds and seventy piasters—Egyptian) plus \$14.00 (fourteen dollars—American) from you for transmission to Ignacio Tamburo, SS Joseph Hewes Messman, at the 56th Station Hospital in Cairo, has been acknowledged.

MONEY DUE

SS COLABEE
(Voyage No. 14 paid off in Mobile)
The following members of the Deck Department have money due:
Parker, \$14.75; Dairs, \$13.10; Averitt, \$15.30; Berrian, \$13.65; Weems, \$9.00; Singletary, \$13.10; Carlisle, \$14.75; Burke, \$16.40; Kelly, \$13.10. Collect at American Hawaiian, 8 Broad St., New York City.

SS COLABEE
(Unclaimed wages)
T. M. Kyser, \$4.25; J. Deakle, \$8.50; J. Ramsey, \$44.06. Collect at American Hawaiian.

SS JOSIAH BARTLETT
Paid off in Boston
S. B. Marshall, \$36.90; S. Peterson, \$25.20; G. Dresser, \$28.80; A. Francis Baker, 30 hrs.; W. Sellow, 30 hrs.; H. Lewis, 32 hrs.; G. Brown, 20 hrs. Collect at Eastern Steamship in Boston.

SS HONDURAS VICTORY
Voyage No. 3
Harry Honsen — You have \$157.75 due. Write to Calmar, 44 Whitehall St., New York City and give your correct address.



SS Aiken Victory
(Paid off in New York)

V. Rivera	\$ 1.00
L. Otter	1.00
J. Peason	1.00
J. Gallela	2.00
Jose Rosaro	1.00
E. Cavila	2.00
P. Donilo	1.00
N. Shubon	1.00
J. Silyer	1.00
N. Meyer	1.00
R. Olsen	3.00
J. W. Curlew	2.00
J. Bolten	1.00
J. Bull	2.00
I. Madigar	1.00
J. Rayusa	1.00
J. Gonsolez	1.00
Robert L. Aston	1.00
S. Reufavath	1.00
V. Rachley	1.00
D. Korpie	1.00
J. Albert	1.00
O. Guennsey	1.00
E. Smith	1.00
J. Jankewitz	1.00
R. A. Usko	1.00
J. R. Pagan	1.00
P. Merx	1.00
J. MacNalley	1.00
M. Stein	1.00
K. B. Sunday	1.00
A. Contegina	1.00
Charles Rex	1.00
A. Fuzzolino	1.00
M. Hillett	1.00

Total\$41.00

SS Alcoa Pointer
(Paid off in Baltimore)

L. S. Bruno	\$ 2.00
E. B. Preston	2.00
H. T. Gordon	2.00
Wm. Castro	2.00
B. Boyle	2.00
M. J. Merrigan	2.00
G. T. Schiavone	2.00
Frank Roth	2.00
J. Thompson	2.00
R. Vogel	2.00
J. E. Christian	2.00
M. R. Chastain	2.00
G. E. McNamara	2.00

Total\$26.00

SS Fitzhugh Lee
(Paid off in New York)

C. Morash	1.00
F. Mrozinski	4.00
H. Wheeler	5.00
W. E. Myers	1.00
J. E. L. LeBlanc	2.00
A. J. Clement	5.00
W. J. Feher	2.00
C. McDonough	2.00
Leo Brodeleau	2.00
G. Kitchen	1.00
P. C. Adrian	2.00
G. A. Lueth	1.00
E. Zellman	1.00

Total\$29.00

SS Hewes
(Paid off in New York)

M. Holm	\$ 1.00
U. J. Benedith	1.00
J. G. Palmer	2.00
U. R. Valentino	1.00
A. Mullen	5.00
E. Scott	2.00

Total\$12.00

SS Hyde
(Paid off in New York)

L. Hayworth	\$ 2.00
T. F. Farnham	2.00
L. Leitch	2.00
C. R. Wagner	2.00
A. Breaux	2.00
E. J. Berthelot	2.00
R. G. Schoenberg	2.00
G. Rabsilber	1.00
T. Jackson	1.00
H. Hanes	2.00
R. G. Wyatt	2.00
J. LeBlanc	2.00
R. Yantz	1.00
H. Rogers	2.00
F. L. Becker	1.00
R. Loocastec	2.00
G. P. Kosmos	1.00
R. Rymarquis	1.00
E. Adler	2.00
D. C. Mitchins	1.00
C. F. Rdyak	1.00
B. Malloy	1.00
G. Sanour	1.00
C. H. Kleist	2.00
L. Skibinski	2.00
L. Golembiewski	2.00
W. A. Stout	2.00
J. F. Warr	2.00
R. J. Nebe	9.00
P. Clark	1.00

Total\$56.00

SS Robin Sherwood
(Paid off in New York)

J. Kari	\$ 5.00
J. W. Aubuckon	1.00
G. Meltzer	.50
A. M. Lemke	1.00
C. J. Kenefick	1.00
C. E. Delancy	1.00
Chas. Achoy	5.00

Total\$14.50

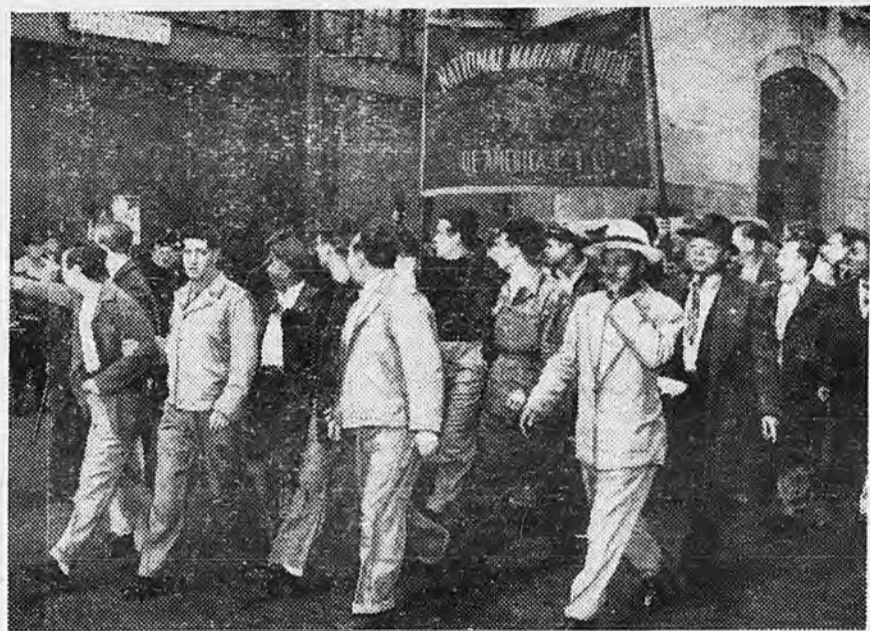
Notice!

R. CHARBANNEAU
Your trip card receipt A 15279 is being held for you in New York. See Patrolman W. Hamilton.

SIU HALLS

- NEW YORK 51 Beaver St.
- BOSTON 330 Atlantic Ave.
- BALTIMORE 14 North Gay St.
Telephone Calvert 4539
- PHILADELPHIA 6 North 6th St.
- NORFOLK 25 Commercial Pl.
- NEW ORLEANS 339 Chartres St.
- SAVANNAH 220 East Bay St.
- MOBILE 7 St. Michael St.
- SAN JUAN, P. R. 45 Ponce de Leon
- GALVESTON 305 1/2 22nd St.
- 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. 602 Boughton St.
- VANCOUVER, B. C. 144 W. Hastings St.
- TAMPA 842 Zack St.
- JACKSONVILLE 920 Main St.

How The SIU Broke The Commie Dock Raid:



1. The NMU communist leadership sees a chance to take over the AFL longshoremen, who went out on a contract beef, and try to muscle in. Above is a squad sent out by the leadership to try to intimidate the longshoremen. (Daily News photo)



2. Left: Joe Stack, NMU Agent, on the steps of City Hall with a group of NMU "longshoremen," demanding police protection from Mayor LaGuardia. (Daily News photo)



3. Above: A handful of Commie beef marches bravely before the SIU hall, and tells the Seafarers to be good. They felt safe. The Mayor gave them the cops they had asked for. (PM photo by Albert)



4. Left: William Warren, commie appointed "leader" of the longshoremen, speaks to a handful of NMUers before the company office on Broad Street. (Log photo)

5. Right: The SIU-SUP hold a counter-meeting on Broad Street. Aided by a sound truck, more than 350 AFL seamen show New York that the waterfront is not communist, and that it is against the finky commie political line. Stack's friends, the New York police, were there in full force to protect him, and keep the SIU-SUP from Broad Street. Several SIU men were clubbed by La Guardia's police. (Daily News photo)



6. Above: They didn't. The Seafarers break through the police lines and the commies call it a day, when they see their protection gone. Paul Hall, New York SIU Agent, takes Warren's place on the lamp-post and tells New Yorkers that the SIU is opposed to the unscrupulous raid on the AFL union by the CIO commies led by Stack and Harry Bridges. (PM photo by Albert)



7. Above: The commie putsch is defeated. Heartened by the SIU-SUP support, the longshoremen go back to work. Waterfront solidarity was too much for the commie rats who thrive on workers' disunity. (Daily News photo)