



## SUP Man's Portrait Of Furuseth Wins Artists' Praise

NEW YORK—A jury of distinguished artists gave high praise this week to the entry of Douglas M. Keifer of Seattle, Washington, a member of the Sailors Union of the Pacific, in the second annual merchant seamen's art exhibition which is to tour the United States under the auspices of the United Seamen's Service. The picture he submitted is a portrait of Andrew Furuseth, founder of the SUP.

More than 150 paintings were submitted by seamen artists for judging and seventy were chosen by the jury. The exhibition will open at the Corcoran Gallery of Art in Washington on November 28. After a month in Washington, the exhibition will tour the principal cities of the country and a selection of works from the show will go to London.

Able Seaman Kiefer who lives at 1628 1/2 43rd Avenue North, in Seattle, has been working in oils for less than a year and has had no formal training in the graphic arts. While many seamen with similar technical backgrounds submitted work for the exhibition, which in its final form is composed of works of really high calibre, the portrait by Brother Kiefer was considered outstanding in its class.

Boldly executed with broad slashing strokes, a strong imaginative touch was displayed in the picture by Kiefer in his handling of a mountain and sky background fringed at the bottom by a busy waterfront scene.

The evening sky is an impressionistic rendition of the American flag, with eight stars showing against a deep blue background in the upper left-hand corner and the field streaked with the red and white reflection of the early morning sun. The figure subject is shown in half profile, and is an excellent likeness of the militant maritime labor leader. The portrait is not for sale and belongs to the Seattle Branch of the SUP.

The members of the jury which selected the pictures for the exhibit are John Taylor Arms, internationally renowned etcher; Roland Clark, etcher and art writer; Jo Davidson, sculptor; Gordon Grant, marine artist; Raphael Soyer, prize-winning painter; Leon Kroll, celebrated painter; and C. Powell Minnigerode, director of the Corcoran Gallery of Art.

Announcement of the prize awards will be made very soon.

The first annual exhibit by United Seamen's Service of merchant seamen's art was held at the Hall of Art, New York, February 1-15, 1943. The first prize winner of that show was Ben Rosen, member of the SIU.

## Curran Would Keep Old Timers Off The Ships

**BRAGS HE HAS "PROMOTED MEDICAL EXAMS"**

The specter which has long haunted old-time seamen, that of being blacklisted out of the industry by means of stringent and rigged physical examinations, moved a step closer to reality this month as the Stalinist clique in the leadership of the NMU came out in support of standardized and periodic government physical examinations for all seamen. In Curran's own words, the men would be subjected to "an examination for your blood, an examination for your lungs and an examination for your heart."

Many such moves have been attempted in the past by various shipowner groups, but this is the first time that so-called labor leaders have dared to openly support such an obviously anti-union measure. But there is good reason for this.

### C. P. DISSENTION

It is well known along the waterfront that the C.P. faction in the NMU is torn by dissention. Many old time members of the party, and many rank and file militant seamen who were not members but followed the Stalinist line in the belief that it constituted good trade unionism, have become fed up with the sell-out artists in the leadership of the union. These old timers are now conducting a struggle against Curran and Company, and this move to force medical examinations could well be a maneuver to drive out of the industry this opposition. The 13th Street machine no doubt feels more capable of handling the

## Labor Heat Thawing Bosses' Wage Freeze

The "Little Steel Formula," an employer created yardstick which kept labor's wage frozen while employers' profits (and the cost of living) skyrocketed, is about to be smashed under repeated blows from the trade unions. This formula limited wage increases to 15% over those prevailing January 1941. Profiteering and the cost of living was not limited, and the workers were faced with 124% increase in the price of most of the necessities of life.

To the United Mine Workers must go the major portion of the credit for smashing the "Little Steel Formula." Over the past year they have fought, by both negotiation and strike, to win a living wage for the men that dig coal. Despite the smear campaign launched against them by the employers and some labor leaders, the Miners continued the

(Continued on Page 4)

## Price Rollback A Dud; Living Cost Trend Is Upward

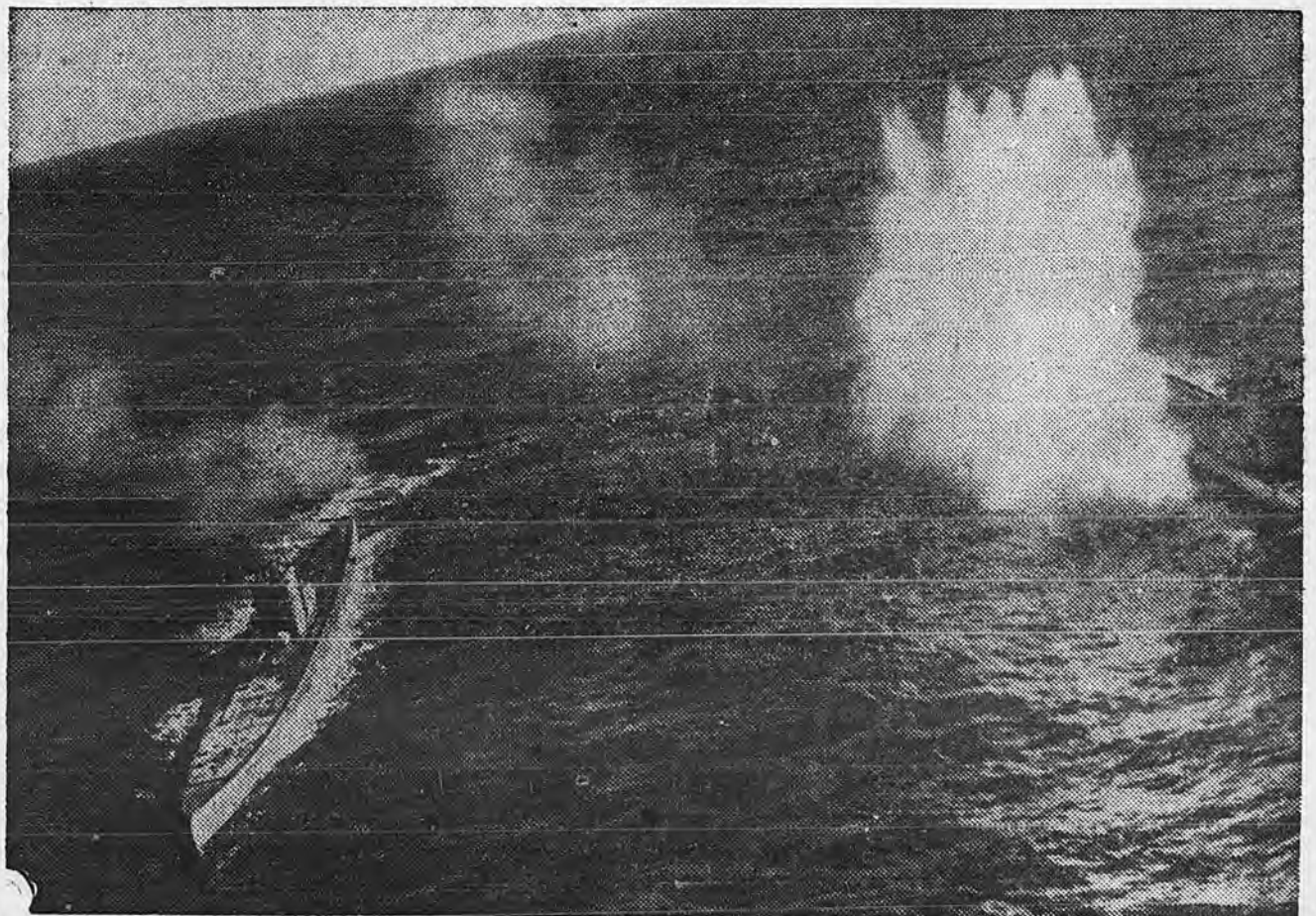
Organized labor's contention that the Office of Price Administration has failed to check profiteering was confirmed up to the hilt this week by a report of the Bureau of Labor Statistics of the Department of Labor.

Instead of prices having been rolled back, as the OPA has claimed, they continue to advance, the report said. From August 15 to September 15, it was disclosed, the cost of living shot up four-tenths of 1 per cent. This is the average for the entire country, and covers only prices based on OPA ceilings, the report revealed, emphasizing

(Continued on Page 4)

(Continued on Page 3)

## TWO LESS FOR US TO WORRY ABOUT



Surfaced for a rendezvous somewhere at sea, two Nazi U-boats are shown in this spectacular photo as they were surprised by depth bombs from a Navy torpedo plane. Attacking both subs singlehanded, the pilot planted the depth charges shown exploding near the craft at the right.

# SEAFARERS LOG

Published by the  
**SEAFARERS' INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

- HARRY LUNDEBERG** - - - - - *President*  
 110 Market Street, San Francisco, Calif.
- JOHN HAWK** - - - - - *Secy-Treas.*  
 P. O. Box 25, Station P., New York City
- MATTHEW DUSHANE** - - - *Washington Rep.*  
 424 5th Street, N. W., Washington, D. C.

## Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

PUBLICATION OFFICE:  
 ROOM 213, 2 STONE STREET  
 New York City Bowling Green 9-8346



# REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

All agents are advised to keep close tabs on the RMO's field officers and see that they do not try and push stumble bums from their pools on ships in preference to regular Union men. If the union's haven't enough replacements in their halls, arrangements should be made with the operators to ship men in from other ports, this is in line with the WSA's contracts with the operators, or their agents. **Don't let any RMO Field Officer tell you that the union cannot ship Union men from one port to another. Check on the union's contracts. The union has the authority under their contracts to ship men from one port to another provided this procedure does not delay the sailing of any vessel. Employers must foot the bill.**

## MARITIME WAR EMERGENCY BOARD

In order to assist the Secretary Treasurers of the District Unions to compile a complete chart on the Board's decisions, I'll submit a monthly report on the Board's disposition of all cases submitted.

S.S. Robert Newell, Oct. 28—Board stated that according to information received from the operators, vessel was not in Algiers on August 27th, and not entitled to attack bonus.

L. Goffin, SIU Patrolman, New York—S.S. William Patterson—Board notified company that crew is entitled to Port attack bonus.

R. W. Sweeney, SIU Patrolman, New York—S.S. Marymar, Board ruled that there was an attack September 15th, 1943. Bonus payable. S.S. West Kyska, Board ruled that there was no attack from July 15 to July 27th, 1943. No bonus payable. S.S. Thomas Nelson, Board has ruled that there was an enemy attack on September 6th, 1943. Bonus payable.

C. Fisher, SIU Patrolman, New York—S.S. Felix Grundy, Board has ruled that there was no enemy attack on July 31, 1943. No bonus payable.

A. C. Dynarski, SIU Patrolman, New York—S.S. George N. Pendleton. No disposition made on case. S.S. Grace Abbot, Board has ruled that there was no enemy attack on September 15th, 1943. No bonus payable.

Jack Dwyer, SUP Patrolman, New York—S.S. Hawaiian, Board has ruled that there was an enemy attack on September 15, 1943. Bonus is payable. S.S. Lot Whitcomb, no disposition made on case.

J. H. Volpin, SIU Patrolman, New York—S.S. Benjamin Williams, Board has ruled that there was an enemy attack on April 25th, 1943. Bonus is payable. S.S. Kofresi, Board has ruled that there was an enemy attack on August 16-17. Bonus is payable.

J. F. Sheehan, SIU Patrolman, New York—S.S. Flomar, Board has ruled that there was an enemy attack on September 15th, 1943. Bonus is payable.

"Baldy" L. J. Bollinger, SIU Patrolman, New York — S.S. Thomas B. Reed, Board has ruled that there was an enemy attack on July 26, 27th, 1943. Bonus is payable.

No disposition has been taken on other cases before the Board, waiting for more information from the operators, government agencies.

## UNITED SEAMEN'S SERVICE

This outfit is a creation of the War Shipping Administration, the guiding hand from the WSA is Mr. Marshall Dimock.

The USS pamphlets state that this organization is a non profit outfit, and its purpose is to render welfare service to merchant seamen. Since the inception of this outfit the seamen who know the score on welfare organization, have always felt that this was another racket, to saddle seamen with a group of parasites. Of late there have been several stories coming to light about the functions of the USS.

The latest one is in reference to a seaman who sauntered into the Wilshire (USS) Hotel in New York, and the boy had a few under his belt. Being in a liberal trend of mind he decided to spend a few dollars. Digging into his jeans he found that he had no change. Upon spying one of the female employees, he politely requested the use of her fountain pen so that he could affix his signature to a travelers

check. The old gal loaned the boy her pen, and it seems he failed to return it to her promptly. Being a little gassed up—he wandered down the street to a gin mill and left the pen on the bar.

Now this outfit is spending all kinds of money to impress the public on the service that it renders to seamen. The service that this particular gal rendered to the boy who borrowed her fountain pen was to have the police yank the boy out of bed around 9 A.M. and insisted that he be arrested for stealing her pen. It was only after the cops retraced his steps and found the pen at the bar that the woman was persuaded not to have him thrown in jail.

The gal in question here happens to be none other than Mr. Marshall E. Dimocks mother-in-law, Gladys Ogden. It certainly turns out to be a non profit organization as far as seamen are concerned, but it now seems that it is turning out to be a profitable organization as far as Mr. Dimock is concerned. Wonder how many more relatives Mr. Dimock has?

Another yokel connected with this outfit is a Mr. James Stuart Moore. He is the USS Port Executive in New York. From all available information to date this autocrat was formerly connected with a boys' home, and from reports the boys will never forget till their maker claims them, of

(Continued on Page 4)

## Committee Seeks Freedom Of Detained Greek Seamen

NEW YORK, (ITF)—The Greek Maritime Welfare Committee, in cooperation with the Greek Maritime Union, has actively interested itself in the status of a score of Greek Merchant Seamen who are at present detained in Ellis Island. A majority of the men have indicated willingness to ship out aboard Greek and other Allied merchant vessels while others want to join the Greek Navy, it was said at the Committee's offices, 18 East 41st Street, New York City.

The plight of the Greek seafarers was brought to the attention of the Committee in a letter signed jointly by the detained men and demanding redress of their grievances. The signers complained that they had already spent several months in federal custody and that they were at a loss to understand their continued detention.

Mr. Christopher S. Stephano, chairman of the Greek Maritime Welfare Committee, appealed to the U. S. immigration authorities and the War Shipping Administration and secured permission to visit the men and investigate their complaints. A delegation composed of Mr. Stephano, Petros Spiridakos, secretary of the Greek Maritime Union and a representative of the immigration department went on November 4th to Ellis Island and met with the men. Hope was expressed after the meeting that the difficulties would be straightened out and the men soon be released and given employment aboard ship.

Commenting on the plight of the Greek merchant seamen in American ports, Mr. Stephano pointed out that the detention of the men was harmful to the morale of the Greek seafarers who are anxious to serve the Allied cause. Many of these men have been the victims of previous ship sinkings and all have done their best, he added. Another factor in the tangled situation is the contradictory interpretation of the Greek service draft law with regard to Greek seafaring nationals in foreign ports.

Union spokesmen observed that qualified seamen with more than two months of maritime service during the Greek-Italian war were exempt from the draft. The Greek authorities in the United States, however, are of the opinion that the exempt provisions do not apply to the Western Hemisphere and insist upon drafting eligible merchant seamen for naval service. This attitude, in the opinion of union officials, has had the effect of further demoralizing the men who had recently been assured by union headquarters in Cairo, seat of the Greek government-in-exile, that they were draft exempt.

## ATLANTIC AND GULF SHIPPING FOR WEEK OF OCTOBER 25th TO 30th

	SHIPPED	REGISTERED	DECK	ENGINE	STEWARD	TOTAL
	361	250	152	200	278	791
					211	661

## CREW OF S.S. LAWTON B. EVANS "CREDIT TO MERCHANT MARINE"

Captain Frank A. Burdock, skipper of the S.S. Lawton B. Evans was so impressed with the efficiency and courage of his SIU crew that he drafted a letter of commendation for all members of the deck department.

This letter shows that in spite of the propaganda of the shipowners and the WSA, it is the union seaman who forms the backbone of the merchant marine. The letter follows:

"To Whom It May Concern:

- Francis M. Whelan, Bosun
- Andrew G. Burbul, A.B.
- Joseph T. Briant, A.B.
- Robert A. Stack, A.B.
- Matthew J. Monahan, A.B.
- Peter M. Kelly, A.B.
- Robert J. Munson, A.B.
- Tadeusz Jan Morski, A.B.
- Anthony Savaikus, O.S.
- Stincy J. Vaitkelunas, O.S.

"The above named men were members of the crew of this ship during Voyage No. 2. Sailing from (.....) on (.....) and arriving back in (.....) on (.....)—5 months and 12 days. During this time the ship was in the (.....) Sea on shuttle-run. Also this ship was in the first group of seven Liberty Ship's to take part in the invasion of (.....).

"During the voyage there was encountered 3 submarine attacks and 7 airplane attacks.

"These men have proved themselves one hundred percent capable and efficient in every respect. Their conduct has been excellent and there has not been a complaint made about them during the entire voyage; or has there been any one at any time absent from duty. This is an unusually splendid record and it's a pleasure indeed to recommend either of the men as being A-1, in every respect. Such men are a credit to the Merchant Marine Service."

FRANK A. MURDOCK, Master  
 S.S. Lawton B. Evans"

WHAT'S DOING

# Around the Ports

## GALVESTON

One of the busiest weeks since the SIU has been in the state of Texas. Two pay off ships in Houston, and had to take a full crew to Beaumont. Shipped everything that looked like a seaman and sent a couple of stumble bums back to the RMO. Getting men in these parts is getting serious.

To Mr. Dimock of the RMO: You stated while in conference at New Orleans that you had recruited and trained so many thousand men and that there was thousands more to get and train between the first of the year. You even asked us to try to get our members out of the shipyards, who are working there, and sail the ships. The NMU delegation at the conference went so far as to ask you and Pennington to see if you could not get Congress to pass a law to take away the papers of a seaman working ashore, and to see that a seaman could not get a defense job. Mr. Dimock, right in this part of the country I can obtain men that want to go to sea, but can't under your phoney set up which eliminates a man on account of a slight physical defect. Right here a very short time ago one of your trainees with one eye was refused a job on a NMU contract ship, as messman. Yet you spend money to train these men.

Every citizen of this country has the right to earn his living at the vocation that he chooses. We in the SIU are not fellow travelers and we did not start going to sea yesterday, but it is about time that something is done. Your conference in New Orleans was a flop. The situation is getting serious, just on account of the phoney rules that you hand down to your hand-picked and sponsored NMU jobholders.

The day is coming, Mr. Dimock, this farce will bust wide open, and it is about time that Capt. Macauley had a good old-fashioned house cleaning in the ranks of the RMO and pump the bilges.

It was like old home week the past few days, ten members of the NMU have put their books in this office and have taken out SIU books and trip cards. I was stumped at seeing them until I found out what the reason was: Kilgore is trying to freeze the seamen to their ships. The NMU is demanding members to sign the dues check off cards. Result, easy money for the Komrades for the next two years and without doing anything for the membership.

Had the pleasure of calling the RMO. They sent me five trip card men in the NMU. Result, sent back. This is to let all hands know that we in the SIU-SUP do not stand outside of the training schools, handing out trip cards and books to the graduates, as the NMU.

All beefs and disputes settled to the satisfaction of all concerned the past week. One of our staunch backers, Capt. Albert Hemphill, Sect. Master

Mates & Pilots, resigned the past week to go to sea. He was on leave and has just returned from sea. Good luck Capt. and may your successor give us the backing that you did. The crew of the Wm. Clayborn donated \$57. to the LOG.

E. R. WALLACE, Agent

## NEW ORLEANS

There has been quite a rest for you and the other long suffering brothers from the time that I last used space in the LOG to expound pearls of wisdom (just a matter of opinion).

Went walking in our fair city the other night with the Skipper off one of Higgins' puddle jumpers (neat rigged little scows) and the man stated that he had to get a high pressure as the transport services seemed to expect it. Well, after trying practically all the shops on Canal St., still no hats. The oilers and messboys in the ATS had them all bought up. The skipper said, "That's O.K. as long as I tried." Since that time I hear that the ATS has issued orders that all civilian employees wear civvys ashore. Tush, tush.

Considerable write-ups in the local papers here about the

heroes of the armed guard service. Also read with great interest the account of the crew off the vessel that was beached during the blow off the eastern coast and how the Coast Guard rescued the crew of the armed guard with breech buoys and small boats. The merchant marine crew slide down the side and walked ashore. Again on the Luckenbach the six man armed guard was taken off in breech buoys with an audience of several thousand people. The ship's crew stayed aboard the vessel.

Business here is picking up to where, with helping the Texas ports, our own shipping is not too bad. On deck it's very good, in the other departments it has slowed up some.

Don't forget that the voting is now going on and now is your chance to get in and find out what that so and so is doing here, there, and in the other port. At least this coming year I'll be able to join the throng that sets back and says I could do better than that, and then sit on my fanny and do nothing. Are you one of this type?

So till the roses bloom in Times Square,

Steady as she goes.

ARMY, Agent

# N.Y. Board Of Education Reveals Plan For Setting Up Maritime High School

The New York Board of Education has completed plans for the creation of a maritime high school, the first of its kind in the country. Under the new set up, youth graduating from primary schools would be eligible for maritime training, just as now they can receive vocational training for shoreside industries.

The school, accommodating 3,000 students, will be constructed after the war if the project goes through on the East River waterfront near the Battery. The Education Board has requested the City Planning Commission to ask amendment of the capital outlay budget to provide funds for the school, the first high school of its kind in the world.

Practical training for a career at sea will be provided, according to present plans, with a freighter, a yawl, a ketch and a heavy-duty power boat anchored in the basin in the rear of the school. Within the building itself will be a freighter topside, about 200 feet long, forty feet wide and forty feet high, so that students may get the feel of a real deck. The "ship" would have three hatches with accompanying masts, booms, king-posts, a chart-room, flying bridge, radio shack, aerials, paint and storerooms in

the forepeak, lifeboats, davits, fire lines and all other gear usually found on deck.

There will also be a wheelhouse for use in instructing students on employment of the fathometer, manual steering controls, compasses, metal mike and fire detection systems. The hatches and booms will be used for actual demonstrations of loading cargo. The bridge will be connected with all departments of the ship, where navigation will be studied and from which orders will be issued to the "engine" department under all types of simulated conditions.

The site proposed for the three-story structure is city-owned property on South Street, between Whitehall and Broad Streets, and was formerly a city ferry terminal. It is located in the heart of the Port of New York's shipping district. The building will be laid out to correspond with the relative position of each department on a ship. The engine department will be located on the first floor, the deck and radio departments on the upper floors, and the roof will correspond to the bridge where celestial navigation and signaling could be taught.

"Between decks" the building will house the stewards' department with a cafeteria, the purser's office and the classroom for instructing students on freight and operation duties.

One fly in the ointment is the fact that Frank J. Taylor, President of the Merchant Marine Institute is a sponsor of the new project. No doubt Mr. Taylor has in the back of his mind the possibility of transforming the project into a training school for finks at the taxpayers' expense. The unions will have to keep a weather eye on this school.

## MERCHANT MARINE MAIL NOTICE

Insured, C.O.D. or registered mail cannot be accepted for mailing to the personnel of the American Merchant Marine, according to an announcement by Postmaster Albert Goldman. Many mailers prepare packages or other mail matter for registration, insurance or C.O.D. service and the Post Office wishes to avoid the annoyance to the mailers incident to the inability of the Post Office to accept such matter which cannot be sent to destination.

## MONEY DUE

Crew of S. S. Daniel Huger which paid off Oct. 13, 1943, has linen money coming. Collect Mississippi Line, New York. Crew member Chamberlain has his Log lifted and can collect from New York office when he gets his linen money.

Keep In Touch With Your Draft Board

# Curran Would Keep Old Timers Off The Ships

(Continued from Page 1)

green new elements entering the industry than the old-timers who know the score.

Typical of Stalinist methods is the fact that Curran conspired with the shipowners to slip this one over. It was not until the NMU Headquarters meeting of October 14 that the rank and file got wind of what was up. But prior to that Curran had been closeted with the shipowners, and government representatives, demanding this "reform."

Curran attended the annual meeting of the Propeller Club on Oct. 12-14, (the marine division of the National Association of Manufacturers) and pressed his medical plan before it's "welfare" panel. Curran admitted this in the NMU membership meeting when he said (according to the official minutes):

"I was your delegate to a Convention today, a convention of shipowners . . . that is the Propeller Club."

And then, far from being ashamed of rubbing stomachs with the enemies of the seamen, he bragged about his success in getting the shipowners to see his way concerning the medical examinations. The sight of Curran and the shipowners being palsy-walsy on this question should surprise no one—both of them are interested in getting rid of the old time, militant seamen. And what easier and cleaner method than by merely informing them they have high blood pressure?

In trying to sell this finky bill of goods to the membership, Curran claimed that the setting up

of standard physical examinations by the U. S. Public Health Service would eliminate the blackballing of seamen by doctors employed by the shipowners. He said that the government bureau would be "impartial."

That is a laugh. The anti-labor activities of the War Shipping Administration, the Maritime Commission and the Recruitment and Manning Organization has dispelled once and for all any illusions about government bureaus' impartiality between capital and labor. The seamen know that they seldom get a break from these shipowner dominated government boards, and the less they have to do with them the better.

To fight the shipowners when they fly their own colors is one thing, but to fight them when they masquerade as "impartial government administrators" is something else again. We can lick them in their former capacity—it's not so easy in the latter.

That is why union men want as little government interference in the maritime industry as possible. We want the shipowners to stay in their waterfront offices where we can get at them—and stay out of Washington where they can wrap themselves in the American flag.

If there are to be physical examinations, let them be conducted by the shipowners and the unions can see that it isn't used as a blacklist. But let them be conducted by "impartial government" and the shipowner will be able to exert influence to the detriment of the unions.

Here is how many SIU agreements read in reference to physical examinations:

"In the event any decision of the Company Physician is challenged by the Union as to the physical fitness of a union member, said member shall be re-examined by a Public Health Physician and his decision shall be binding."

This system means that the first rejection of a man is in the hands of the shipowner, and therefore subject to pressure from the union. Should the shipowner launch a program of picking off militant men by this method, the union will find ways and means of stopping this—quick! The Health Service, on the other hand, not having primary control of the rejection of men, is less subject to shipowner pressure and more apt to be impartial.

Moreover, there are many lines which do not require any physical examination whatsoever. These lines are efficiently manned by capable crews of old-times, men who might be rejected for some minor incapacity if they had to take a physical. Curran's plan would mean that all lines would be forced to set up physical requirements—thus automatically eliminating many men now going to sea.

It is to be hoped that this latest attempted sell-out by Curran & Company will really open the eyes of those honest rank and file members of the NMU who up to now hesitated to believe that the C.P. line in maritime is essentially a fink line.

# Churchill-FDR Optimistic On Sub War

In a joint statement issued this week at London and Washington, President Roosevelt and Prime Minister Churchill revealed facts and figures proving that during the past few months the sub menace in the Atlantic is not only under control, but shows signs of being eliminated. The statement revealed that:

1. During the months of August, September and October approximately sixty U-boats were destroyed. This brings to more than 150 the number of U-boats destroyed during the last six months. The record of the last three months is particularly gratifying because during most of this period fewer U-boats were operating, fewer targets were presented for our air and sea forces.

2. During August, September and October more U-boats were destroyed than Allied merchant ships were sunk by U-boat action. The ratio of U-boat to merchant ship attrition during October was more satisfactory than in any previous month. Our tonnage losses from all causes in October were the second lowest of any month of the war.

3. Merchant ship tonnage lost to U-boat action during the last three months was less than one-half the merchant ship tonnage lost during the previous three months despite the fact that actual shipping increased.

4. The Germans have introduced new U-boat weapons and tactics. Thus far we have been able to cope successfully with the changing situation. The battle continues in full vigor.

## Of Ancient Vintage

(The Wino Craves a Ship)

Oh for a ship, a rare old ship  
Bound for Port of Hearts Desire,  
Where a wino can lay in his bunk all day  
With no work to raise his ire.

A special ship, a vintage ship  
No watch for the crew to keep,  
With barrels of beer on ice to cheer  
We bound o'er the bounding deep.

A trim tall ship, 'here take a nip'  
With rust and paint unknown,  
And all we do is partake of the brew  
And hope we would never reach home.

An ancient ship, a wino ship  
Without Captain, or Bosun or Mate  
To disturb joyous spell by whistle or bell  
And spoil the effects of the grape.

Oh, a rare old ship from Coenties Slip  
With a cargo of port in the hold,  
A draw every day to make poker pay  
Why then we would never grow old.

A long joyous trip on a wino dream ship  
A voyage like this do I crave,  
All overtime pay where no one says "nay"  
As we corkscrew over the wave.

Of course this ship is a non Union ship  
No wino shall Union dues pay,  
The shipowner too shipped out with the crew  
With the corks popping into the bay.

But this perfect ship, I fear is a myth  
No such on the deep can I find,  
So look for the boom when you walk in to this room,  
"The price of a drink, do you mind?"

—TOP AN' LIFT.

## Ships Named For Labor Leaders

BRUNSWICK, Ga.—Two Liberty Ships, under construction here by AFL workers at the J. A. Jones Construction Co. yard, will be named for labor leaders, the U. S. Maritime Commission has announced.

The men to be honored will be the late Patrick H. Morrissey, a former grand master of the Brotherhood of Railroad Trainmen and the late John B. Lennon, AFL treasurer for 28 years.

Morrissey, a charter member of the Bloomington, Ill., lodge, became national vice-grand master of the brotherhood in 1889 and served as grand master from 1895 until 1909. He resigned from the brotherhood in 1909 to become president of the Railroad Employees and Investors Association, later becoming vice-president in charge of operation of the Burlington Railroad. Morrissey died November 28, 1916.

Lennon organized the tailor's union in 1884 and held the office of general secretary for 26 years. He was elected treasurer of the AFL in 1889, serving for 28 years. During the administrations of Presidents Taft and Wilson, Lennon was labor representative on the U.S. Commission of Industrial Relations. During World War I, he was a conciliator for the Department of Labor. He died Jan. 17, 1923.

## Price Rollback A Dud; Living Cost Trend Is Upward

(Continued from Page 1)

that there are wide variations in prices in different parts of the country.

For example, while the price of women's fall coats has advanced generally, it has been jacked up as much as 60 per cent in some localities.

Rents are also steadily edging upward, as is the cost of services. In this connection, the report declared:

"The dollar haircut of World War I has again made its appearance in some cities, with 75 cents the usual charge, against the pre-war charge of 50 cents or less. There were also substantial increases in the cost of medical and domestic services, admissions to motion pictures, and in prices for a variety of other goods, including soaps and toilet articles."

While these increases cut into the family budget, they do not appear in cost of living figures.

### RULES ENCOURAGE GOUGING

The report brings out in rather striking fashion a claim repeatedly made by organized labor that OPA regulations encourage profiteering by permitting manufacturers and dealers to write their own price ticket on new lines. Old established lines are rapidly disappearing from the market and are being replaced by inferior merchandise under new names at prices far above OPA ceilings.

How this affects consumers is illustrated by the high-handed brigandage of the liquor industry. Most of the old brands of whiskey, on which prices had been established, are no longer obtainable, while literally scores of new products have been substituted. This has created a paradise for profiteers.

## Personals

MIKE DIKUN

Your papers and discharges have been turned into the Philadelphia hall of the Union. Pick them up.

## Washington Report

(Continued from Page 2)

the conditions that they had to tolerate while he held the whip.

The reports are that he hates anything connected with LABOR and has made the statement that if he had been on the job when this outfit was organized there would be no Labor representation connected with it.

To prove his utter disregard and contempt for Labor and what it stands for, this individual had cards printed announcing the birth of "IT'S A BOY" to Dorothy and James Moore, "THEIR THIRD HOWLING SUCCESS" on cards without a union label. It is also reported that he has forced every employee who was working for the USS, who were members of a seamen's union to resign. This is the service that is being rendered to merchant seamen by persons who are alien to seamen's wishes and welfare. If this trends continues it won't be long before the USS comes out openly hostile to all seamen's unions.

All right boys, drop a line to the editor on how you find the USS, and how these parasites treat you. No doubt some of the stories will shed a different light on the pamphlets and other crap put out by the USS.

Colored boys to him are lower than Whale (.....), and they are his particular meat. Anything that he can do to make them feel miserable, satisfies his

vain temporary autocratic power.

I'll list Mr. Marshall E. Dimock's stooges in his would-be set up on "LABOR'S PART IN WAR AND RECONSTRUCTION" and his attempt to saddle seamen with enemies of their welfare, who are alien and hostile to union seamen.

Enemy No. 1. Craig Vincent RMO regional director, New York City.

Enemy No. 2. Gladys Ogden—Mr. Dimock's mother-in-law. Wilshire Hotel, New York City.

Enemy No. 3. James Stuart Moore—USS port executive, New York City.

Brothers, send in names and reports of other phonies in the RMO and USS so that we can enter their names in our social register and let the seamen who are risking their lives, while these parasites live off of the money that is panhandled from the public, under the guise that they are rendering welfare service to merchant seamen, know just who they are and what their objective and feelings towards seamen really are.

NWLB — War shipping panel meeting that was to be held on the Great Lakes case has been postponed until November 11th. The full panel meets on this day.

Keep In Touch With Your Draft Board

## Labor Heat Thawing Bosses' Wage Freeze

(Continued from Page 1)

\$1.50 per day increase in pay for fight and last week finally won an extra hour's work. This boost was granted by the War Labor Board and constituted the first Board decision which was in violation of the Little Steel Formula.

WLB chairman William Davis, a bitter opponent of John L. Lewis, President of the United Mine Workers, was forced to admit that the wage restrictions imposed by the government have imposed "an unjust burden" on the workers.

"As the months flow by and the board continues to hold wages to the general level of Sept. 15, 1942," Davis said, "we become increasingly conscious of the fact that we are asking one segment of our society to do its part to protect all Americans from the ravages of inflation while, at the same time, a similar obligation has not been placed as heavily upon the shoulders of some of the other segments of this society."

In plain language, this is an admission that the WLB policies have resulted in suffering for the workers and profiteering for the employers.

Now that the wage ceiling has been pierced by the Miners, it is expected that several other powerful unions will demand adjustment of their wage schedules.

Rail labor leaders have just rejected a wage rise of 4 to 10 cents an hour awarded them by

a special Presidential Board. They are taking a strike vote throughout the industry.

Sidney Hillman, head of the Amalgamated Clothing Workers, has submitted a report to President Roosevelt warning him that labor is revolting against the present wage ceilings.

The United Steel Workers' executive board has decided to reopen 1,300 collective bargaining contracts and demand pay boosts for 900,000 members.

### "Your Turn"

