

SECURITY
IN
UNITY

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. III

NEW YORK, N. Y., TUESDAY, DECEMBER 30, 1941

No. 26

A HAPPY NEW YEAR

And always remember, your Union is your best guarantee of every year being a Happy New Year. Support your Union for your Union supports you.

Employers Attempt Sabotage Of the Closed Shop at Labor Meeting; FDR Backs Unions

Statement of Principles

Last week the "Log" reported the conference held in Washington between the shipowners, the Government and the maritime unions. At that time a War Emergency Maritime Board was set up.

The following Principles were adopted at the conference and will serve as a guide to the Board in all future deliberations.

1. Insofar as areas, war bonuses, and insurance are concerned, it is regarded as desirable and necessary that a uniform basis for each item covering the entire nation and the entire industry be reached.

2. Without waiving the right to strike, maritime labor gives the Government firm assurance that the exercise of this right will be absolutely withheld for the period of the war; on a voluntary basis therefore this is a guarantee on the part of labor that there will be no strikes during the period of the war. Representatives of employers in the maritime industry also guarantee there will be no lockouts for the period of the war.

3. The utilization of collective bargaining will in no instance be impaired or restricted by reason of any action taken at this conference. It is understood and

agreed that all rights guaranteed to labor and industry with respect to collective bargaining will be retained and all agreements and obligations arising as a result of collective bargaining agreements will in no way be violated. During the period of the war there shall be no limitation or curtailment of the productive or service capacities of either employer or employe.

4. To provide machinery for the settlement of disputes without interruption of service or stoppage of work during the period of the war and to insure the application of the maximum war effort and co-ordination of all war activities coming within the purview of the maritime industry, the Maritime War Emergency Board with the powers and purpose set forth in Exhibit "A" attached hereto, will be created.

(Continued on Page 2)

NEW MEDIATION BOARD WILL RECEIVE ALL DISPUTES; ORGANIZATION OF NON-UNION SHOPS TO CONTINUE

The management-labor conference called by President Roosevelt is ended, and it was a sorry spectacle indeed. After sitting for almost a week it became apparent that the 12 employers on the conference board were out to sabotage the Union Shop, and Roosevelt himself had to step in and back up the Unions on this issue.

This conference to set policy for all war time relations between organized labor and management, was in sharp contrast to the efficiency of the sub-conference on maritime labor which was reported in the "Log" last week. In the sub-conference the SIU and SUP succeeded in establishing certain union safeguards in short order and

Finnish Ships In American Waters Seized

Finnish ships which have been under "protective custody" of the U.S. Coast Guard since England's declaration of war upon Finland, were seized outright this week and added to the American merchant fleet which is servicing the Allies with munitions and supplies.

The Maritime Commission announced that the vessels were taken over under the Ship Requisition Act. This means that Finland will receive compensation for them later on.

This action brings to a total of 96 the number of foreign ships seized by the United States under this act. Most of the seized vessels were of Danish, Italian and French registry.

Ships requisitioned today, their gross tonnage and the ports at which tied up, are as follows:

NEW YORK—Amazon (ex-Mathilda Thorden), 3,641; Asta, 1,854; Kurikka, 3,106; Kuurtanes, 3,026; Pandia, 2,368; Saimaa, 2,001; Wipunen, 4,103.

BALTIMORE—Aagot, 3,939; Anja, 4,836; Marisa Thorden, 4,536.

BOSTON—Olivia, 6,307.

PHILADELPHIA—Advance, 1,839; Atlas II, 1,098.

NEWPORT NEWS—Aurora, 4,956.

GALVESTON—Deleware, 2,441.

ST. THOMAS, Virgin Islands—Fidra, 1,827.

Total tonnage is 51,878.

Roosevelt to Appoint War Labor Board Soon

Secretary of Labor Frances Perkins conferred Monday with William Green, A.F. of L. president, and Phillip Murray, C.I.O. president, on plans for a war labor board.

She said they "canvassed ideas" as to the size of the board, and its methods of operation. No decision was reached.

then pledged themselves to a no-strike policy.

In the main conference, however, the employers tried to bludgeon the unions into no-strike agreements without offering them any safeguards in return.

The principal stumbling block was the question of the closed shop. The Unions had already agreed not to strike for closed shop recognition but to submit it to arbitration. The employers, however, did not even want the question of the closed shop to be allowed in arbitration—they wanted it ruled out entirely.

On Monday, a week ago, it appeared as if the parley would split up on this question. The employers seemed determined to either hog-tie labor or else sabotage the entire conference.

Finally, Senator Elbert Thomas, associate moderator of the conference, proposed the following solution:

"There shall be no strikes (Continued on Page 4)

Survivors of Torpedoed Vessel Tell of Hardships

Another saga of the courage of American seamen was unfolded as the survivors of the torpedoed Lykes Brothers freighter Prusa landed and revealed the hardships they had endured.

The story was released to the world in the following dispatch to the "New York Times":

Thirteen survivors of the crew of the Lykes Brothers freighter Prusa landed today at Honolulu after nine harrowing days at sea in an open boat following an attack by an enemy submarine somewhere in the Pacific. Captain G. H. Boy and eleven other crew members escaped in another lifeboat, which is unreported. Nine of the crew of thirty-four are believed to have been killed. Eight of the thirteen landed here had been injured.

The attack came at 5:30 A.M. on December 18, said Sammy Bartholomew, an oiler and one of those injured. He reported that the 7,000-ton freighter had sunk in ten minutes after a torpedo hit aft near the crew's quarters. It was feared that sev-

(Continued on Page 4)

Repair Ship Is Launched

The Dekom Shipbuilding Corporation in Brooklyn, N. Y., this week launched the YR-26. This vessel is a revolutionary new type of "floating workshop". The ship is an all-steel, two-deck, welded vessel, and is built to be towed out to sea to stricken freighters and warships where it can then repair them on the spot.

Like her sister ship, which was launched at the same yard three weeks ago and still is tied up at the dock being outfitted with machinery, the YR-26 is a complete seagoing machine shop and can handle any repairs that might be required.

CORRECTION

In reference to the resolutions passed at the Savannah Agents' Conference — Resolution No. 6 was incorrectly reported in the "Log." It should read as follows:

"On those union offices where there are no regular candidates on the ballot, the Brother receiving the greatest write-in vote will be elected, provided he receives 1/3 the total votes cast in the election.

Published by the
ATLANTIC & GULF DISTRICT
of the
Seafarers' International Union
of North America

Affiliated with the American Federation of Labor

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"THE SEAFARERS' LOG"

P. O. Box 25, Station P, New York, N. Y.

Phone: BOWling Green 9-8346

Unanimous Branch Vote Pledges Seafarers to "Total Victory"

RESOLUTION

WHEREAS, a state of war exists between our country, the United States of America, and the Axis Powers, and

WHEREAS, the Seafarers' International Union of North America is and always will be an AMERICAN Union of, by and for seamen, and

WHEREAS, as true Americans we have solemnly pledged to fight for our country, individually and collectively, and

WHEREAS, the United States Merchant Marine is our nation's most important second line of defense, and

WHEREAS, we fully realize our responsibilities and our duty to our country and its people, and

WHEREAS, we know it is our duty, like all others, to roll up our sleeves and do our share to win this war, and

WHEREAS, no sacrifice is too great for the preservation of our country, its people, and the four fundamental freedoms which have existed, and we have enjoyed, since we became a free nation, now therefore be it

RESOLVED, that, as individuals, and collectively as the membership of the Seafarers' International Union of North America, Atlantic & Gulf District, an organization representing true American seamen, we unequivocally give our government, and those upon whose shoulders are placed the responsibilities of the conduct of this war, our full support and cooperation in order that our nation our freedom, and our democracy will be preserved through total victory in this war, and be it further

RESOLVED, that we solemnly pledge and resign ourselves to whatever action may be required, on our part, to help win this war, and be it still further

RESOLVED, that we do everything within our power to keep our organization and the United States Merchant Marine free of all subversive elements, fifth columnists and saboteurs, and be it finally

RESOLVED, that we call upon all organized labor to take similar action to give our government full support and cooperation in these trying times, and keep their ranks free of all subversive elements, fifth columnists and saboteurs.

Priorities Unemployment

(From "Labor")

Government officials were grappling this week with many problems created by the war, but one of the most acute was that of "priorities unemployment."

Even before America entered the war, hundreds of thousands of workers had already been laid off in non-defense industries because of shortages of materials needed for military production.

These layoffs have taken a sharp upturn since the Japanese attack and in the next few months the job slaughter will reach record proportions, Federal officials said. Eventually, as the nation gets into its "all-out" stride, the jobless will be absorbed, but considerable suffering is anticipated in the interval.

The greatest immediate blow is being felt in the automobile industry. The Michigan Unemployment Compensation Commission estimated that government-ordered curtailment of auto output would throw over 200,000 workers in the industry out of jobs in about a week. Many are already on the streets.

This figure of mass joblessness may rise to 350,000 by February 1, the United Automobile Workers' Union forecast. It accused managements of major responsibility for the critical situation, contending that in their greed for immediate profits many "stalled" on converting their assembly lines for manufacture of military supplies.

MORE ABOUT

Statement of Principles

EXHIBIT A

PROPOSED BOARD TO EXPEDITE AND COORDINATE THE WAR EFFORTS OF EMPLOYERS AND LABOR IN THE MARITIME INDUSTRY

The unions representing the personnel of the vessels of the American Merchant Marine and the operators of those vessels having pledged themselves to cooperate wholeheartedly in the all-out war effort of the Government and to take no action during the war emergency which shall cause any interruption of the service of such vessels, it is of the utmost importance that appropriate means shall be established in order to coordinate the war efforts of employees and employers in the American Merchant Marine and to insure that all questions which may arise between them and which, if not promptly and amicably settled, might lead to interruptions in such service, shall be promptly and amicably settled.

It is confidently expected that most of such questions can and will be settled through the normal procedure of collective bargaining between such unions and the steamship operators.

Under present war conditions, however, neither the unions nor the steamship operators will at all times be in position to obtain adequate information with regard to the extent of war risks in order to enable them to bargain intelligently with regard to questions relating to war risk compensation and insurance of the personnel of such vessels.

In order to afford a procedure for settling questions relating to war risk compensation and insurance which will at the same time insure that the consideration thereof shall be based upon adequate and accurate information and that such questions shall be settled in such manner as shall most certainly assist in the prosecution of the war, it is proposed that there shall be established a board to be known as the Maritime War Emergency Board (hereinafter sometimes called the Board).

(Signed)

JOHN J. COLLINS

Independent Unions of Licensed Officers on Tankers; Independent Unions of Unlicensed Personnel on Tankers.

A. M. HEMPHILL

National Organization Masters, Mates & Pilots of America.

H. MARTIN

National Organization Masters, Mates & Pilots of America.

JOSEPH P. SELLY

by WAYNE P. PASCHALL

President, Amer. Communications Assn.

GEORGE F. ANDERSON

Sec.-Treas. American Merchant Marine Staff Officers Assn., Inc.

E. W. WIGGINBOTHAM

Sec'y, Local No. 4, N.O.M.M. & P. of A.

CAPTAIN W. E. ANTHONY

Waterman Steamship Co., Mobile, Ala.

CAPTAIN C. F. MAY

President, N.O.M.M. & P., Local 90; 6th Nat'l Vice-President.

FRANK J. TAYLOR

President, American Merchant Marine Institute, Inc.

SAMUEL J. HOGAN

President, National Marine Engineers' Beneficial Association.

HARRY A. MORGAN

Vice-Pres., American Communications Association, CIO.

or by some other suitable name, and to be composed and have the powers and duties hereinafter set forth.

The Board shall consist of three members to be named by the President of the United States, with the understanding that one member shall be selected from the U. S. Department of Labor and one from the U. S. Maritime Commission.

Whenever any difference shall arise between any steamship operator and any union representing its employees with regard to any question relating to war risk compensation or war risk insurance of personnel of the vessels of such steamship operator and such question shall not be settled through the ordinary procedure of collective bargaining between such steamship operator and its employees, such question shall be referred to the Board by such steamship operator or such union by giving written notice to the Board and to the other party of the intention of the party giving such notice to refer such question to the Board. Such notice shall specify the question to be referred to the Board.

Upon receiving such notice the Board shall as promptly as shall be practicable afford to each party a reasonable opportunity to present evidence and argument in support of the position of such party, and the Board shall thereupon render its decision in writing with regard to such question and serve a copy thereof upon each party.

The decision of the Board upon any such question which shall be referred to it as hereinbefore set forth shall be final and binding upon all parties to the difference out of which such question arose.

The Board shall appoint advisory committees of representatives of the steamship operators and of such unions of equal representation for the purpose of consulting with and advising the Board in respect of any other matters looking toward improvement and coordination of the war effort of the United States in the Merchant Marine field.

L. B. PLATE

Mississippi Shipping Co., Inc.

W. A. KIGGINS, Jr.

A. H. Bull Steamship Co. and Baltimore Insular Line.

FREDERICK MYERS

Vice-President, National Maritime Union.

HOWARD MCKENZIE

National Maritime Union.

B. L. TODD

United Licensed Officers.

HARRY LUNDEBERG

Sailors' Union of the Pacific.

MORRIS WEISBERGER

Sailors' Union of the Pacific.

JACK O'DONNELL

Marine Cooks and Stewards Assn.

V. J. MALONE

Pacific Coast Marine Firemen, Oilers,

Watertenders, Wipers Assn.

MARDY POLANER

SIU, Great Lake District.

JOHN HAWK

Atlantic and Gulf District, SIU.

MATHEW D. BIGGS

Seafarers International Union of N. A.

J. B. BRYAN

Pacific American Shipowners Assn.

George Wilson and Bjorne Halling,

Representatives of the I.L.W.U., asked

permission to initial the document after

consultation with the president of their

Union.

What's Doing—

Around The Ports

NEW ORLEANS

New Orleans, La.
December 20, 1941
Editor, Seafarers' Log,
New York, N. Y.

Dear Sir and Bro.,
The biggest noise of the week here was made by the Brother that took our patrolmen off to one side and said, "Mr. Tedd, why I can't sail that ship, there is guns on her." And he meant it.

The second big squawk was raised when the best known ar in the gulf tried to take wings and fly, ably assisted by the chauffeur. It managed to make a couple of easy flights but when it tried to loop the loop (this is reserved for Buicks) it folded up and how. To confirm this I refer you to the Texas City Agent plus Bro. Biggs. Result is that I saw Biggs trying to make a deal with the paper and rag man for his Mule.

This grey paint that they are slapping around seems to be getting the hand of approval from the ships chamber-maids, (A.B.'s to you). In fact I've heard several say that the Japs should have started sooner. Something about a Mate that saves all the weather side white work till it gets North of Hatteras, you know the type.

Finding it rather difficult to tell one ship from another as they come up the river now, I thought that I was fairly smart as regards to knowing the ships, but this grey paint messes things up as far as telling them apart.

Seems to be rather a shortage of seamen around at this time. The board is full of jobs with no takers. Around here for the last few months to move around the office window you had to fight your way through the boys that wanted to go to sea so as to miss the draft. Since the outbreak of hostilities the same boys are conspicuous by their absence. I wonder why?

Watch the squawk come to the bat now that there will be no more sailing board time posted, no more performing in foreign ports, no more smoking on decks at night, no more quitting ships at the last minute because you don't like the way that the Mate ties his tie. What I'm trying to get over is the fact that from now on the old line of Bull isn't going to get by. From now on the first question before the house is, let's move the ships! That is our part in the present emergency. Let's show the world that we can. After this world war is over, then it will be

time enough to take up where we leave off with JOHN SHIPOWNER, who WILL BE READY FOR US.

Fraternally,
Armstrong

TAMPA, FLA.

December 19, 1941
Tampa, Fla.,
Editor, Seafarers' Log,
Dear Sir and Bro.:

Shipping for the past two weeks has been very good. It is impossible to get Black Gang or Deck Dept. for these ships. Every ship that leaves out of here is short handed. We have a board full of jobs and no takers.

The S.S. Topa Topa was in the other night and was three firemen short and after shaking all the orange trees and palms we finally found one about ten o'clock that night.

I was at the Agents' conference this past week, so after getting back to Tampa Monday I went to the Pan Orleans and the Delfino to try to get enough members to form a Quorum to act on the Minutes of the conference. So after promising me that they would come to the hall, I waited until 7:30 and only two showed up.

Brothers, I think that you should take a little interest in your Union. Now, there is no doubt that some of the things will be blasted that were brought up at the conference, by the ones that were absent from the meeting. Usually they are the ones that do all the kicking and raising hell when things are not suiting them. It is my opinion that if these birds would attend the meetings instead of holding meetings in the bar rooms, we could get some place.

One of these brothers is running for a pie-card job and to my knowledge he has never attended a meeting in this port.

It seems to me that in these small ports where we can only have a meeting once in a while, that when a ship comes in, the crew could bring up that is vital to all concerned.

Brothers, let's pull together for a bigger and better Union, and attend our Union meetings as a real rank and file union should.

Fraternally,
D. L. Parker, Agent

DO NOT SHIP

PERMIT REVOKED

George B. Bozarth, No. P-2562
C. M. Kane, No. P-2908

NEW YORK

December 15, 1941
Dear Sir and Bro.:

I squared away most of the beefs before leaving for the Agents Conference in Savannah, but a few of them piled up while I was gone. Nothing much serious, however. I still have the beef from the S.S. Major Wheeler, which isn't settled as yet.

The balloting in New York has gone very slowly. More than that, I have a hell of a time getting a balloting committee organized. And all the time the shipping lists are full of men waiting for jobs. It just seems that they don't take this election seriously enough. We hear plenty of beefs every now and then about this official or that official. Well, now is the time for the brothers to state their choice: Nobody has a right to beef about the outcome of this election if they fail to vote. The SIU is one of the most democratic unions in the country—the way to keep it that way is for the rank and file to fulfill their responsibilities and to vote!

That's about all from this port for the time being. I just want to close by urging every brother to vote! We are approaching some pretty rough weather, and it is necessary that every man should share his full responsibility. The responsibility of the rank and file members at this time is to cast their ballots for the men they think most qualified to guide our union for the next year.

Fraternally,
Arthur Thompson, Agent

PERSONALS

JOHN H. FERGERSON
Get in touch with your daughter, Mrs. M. C. Cooper, 109 Iris Road, Ft. Mitchell, Covington, Ky. It is urgent.

JOHN SAMARDJIC
It is important that you get in touch with Red Brady in the New York office.

Customs Add Many Guards

To meet the war-time necessity of preventing sabotage and espionage, the New York branch of the U. S. Customs Service has added 200 additional men to its staff. This was announced by Harry M. Durning, Collector of the Port.

Under new regulations, the baggage of all persons departing from this country by steamship or airplane must receive scrutiny similar to that applied when passengers arrive in peace time. From

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA
Atlantic & Gulf District

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Status of U.S. Marine Program is Analyzed

A review of the merchant fleet and the ability to withstand the strains placed upon it by America's entry into the war was released this week by the Maritime Commission.

The general conclusion of the Commission was that the merchant marine is in a much better position today than it was during the opening days of the first World War.

The optimistic attitude was based on the following points:

1. Private shipments capable of building 400-foot or larger ocean-going merchant vessels have been expanded from 10 with 46 ways in 1937 to 40 with 275 ways, an increase or approximately 500 per cent in production capacity, not including that on the Great Lakes.
2. Authorization and appropriations have been made covering construction and delivery into service of more than 1,400 ocean-going cargo vessels, in addition to about 150 accessory ships of other types, by the end of 1943, involving an estimated total investment of approximately three billion dollars.
3. Approximately 1,000 of these ships are under construction or contract, the remainder to be ordered as rapidly as propulsion equipment becomes available.
4. As an auxiliary to the armed forces, the Maritime Commission to date has acquired and turned over to the Navy and the Army approximately 175 major ships aggregating about 1,250,000 gross tons, in addition to many smaller craft.
5. All of the 198 ships remaining in the first World War laid-up fleet and turned over to the Commission in 1937 have been utilized and most of them have been returned to service, either

through sale or charter after reconditioning.

6. Approximately 80 merchant ships of foreign registry, laid up in United States ports, have been requisitioned and placed in service, many having been reconditioned.

7. In cooperation with the Commission, shipyards on all coasts of the nation have established training schools for shipbuilders to meet the peak requirement of 600,000 to 700,000 men by late in 1942. Ordinarily, there have been less than 100,000 skilled men thus employed.

SHIP-WORKERS GET BACK PAY UNDER WAGE-HOURS ACT

An unexpected Christmas bonus, in the form of \$43,028.26 in in back pay owed to them under the Federal Wage and Hour Law, was distributed to 159 weekly salaried employees of the Robins Dry Dock and Repair Co., of Erie Basin, Brooklyn, as the result of an injunction entered in U.S. District Court, Brooklyn, restraining the dry dock concern from further violation of the overtime and record keeping provisions of the Wage and Hour Law.

Federal Judge Marcus B. Campbell signed the injunction incorporating the direction to make restitution to the employees for the unpaid overtime owed them under the law.

The Robins Dry Dock and Repair Co. which has a total working force of 12,000 employees is a subsidiary of the Todd Shipyard & Repair Corporation, 1 Broadway, New York City.

More About

Survivors

(Continued from Page 1)

eral men had been killed in their bunks. The Prusa seamen did not see the submarine until after the attack, when it surfaced but made no efforts to aid the crew members or to attack them.

The two lifeboats headed for the nearest land, but were separated on the second day in heavy seas. On Christmas Day a Navy patrol plane sighted Bartholomew's boat and dropped supplies. The men in the boat were picked up yesterday by a naval ship.

Those Who Were Saved

The eight injured men were Bartholomew, Pedro Perez, Joe Cannon, James Clark, Alfred Dyer, Adneri Martinez, John Campbell and Jerry Hammell. They were treated at a hospital and then billeted by the Navy. The others saved were Henry Hunter, August Huber, Enrique Estrala, Levi Hammell and Geo. Thompson.

Orin Jewett, boatswain of the Matson freighter Manini, which was torpedoed and sunk by a submarine on Dec. 17, arrived here yesterday with eleven of his mates aboard a naval rescue ship, which picked them up after they had spent ten days in a lifeboat. Only one of the men was injured. It was believed that Captain George Sidon and twenty other crew members had escaped in another boat, although they are unreported.

At the Beach Hotel this morning, Jewett said that the attack on the Manini had come at seven o'clock in the evening as he and others off watch were playing blackjack in the mess room. "I had just dealt myself a blackjack," Jewett said ruefully, "and I left twelve bucks and a good knife on the table."

Jewett, who is 28 years old and lives at Van Nuys, Calif., asserted that heavy seas were running when the torpedo hit just aft the engine and apparently almost on the keel. The men ran to the lifeboats without panic. Jewett was in the windward boat, which was launched with difficulty as a big wave washed it back alongside the ship. That night the men in the boat saw a light that they believed was from the other boat.

No Charts in the Lifeboat

The boat in which Jewett was a passenger was under the command of Second Mate G. W. John, but who had a compass and no charts. Fortunately, the boat had just been provisioned, and supplies were dropped by Navy planes on separate days. The chief suffering was from the sun and exhaustion caused by bailing.

Equipped with their compass and a sail and guided by a position given to them by one of the Navy planes, the men attempted to reach land. On the ninth day they saw headlands in the distance, but the wind failed and they drifted away. Twice they saw searching vessels, but were not seen. Finally a naval ship sighted them at daylight yesterday.

The Manina sank about twenty minutes after the attack, Jewett said. She was of about 6,000 tons and one of the old "Liberty ships" launched in the first World War. Jewett said that he did not know what the ship's destination had been, for she had sailed under sealed orders. The submarine that torpedoed the Manina came to the surface afterward and turned a searchlight on the freighter.

Portrait of A Business Agent

By GERTRUDE SELBY
(From Labor Chronicle)

A Business Agent must have talents galore,
He must keep his head when the members get sore;
When conditions are tough and no jobs can be had,
His job is to get out and create them, egad!

Having won the election—in this lofty post,
He must be a gallant, considerable host;
His home is no longer his private retreat,
But a place where the rank and file can compete.

He must be prepared in the still of the night
To referee on the 'phone a member's vague fight—
And although often prone to taking a fit,
He must keep his sanity, spirit and grit.

If a member's in trouble or caught in a brawl,
If he takes a rash plunge and is in for a fall—
The B. A. must know all the judges, et al,
So that he can come to the aid of a pal.

When he strolls through the Day Room it's a sort of a jar
To be greeted and hailed like a great movie star;
He empties his pockets to Tom, Dick and Jimmie,
As he can't bear the looks which say, "Gimme, O gimme!"

He must know the answers to questions diverse,
And all of this data must gladly disperse;
He must know the best clubs, best doctors and lawyers,
And how to get on with all sorts of employers.

If a member is sacked for some cause that is just,
The B. A. must promptly the grievance adjust;
Though the boss doesn't want the employee at all,
The B. A. persuades him to relent and play ball.

He must be well posted on jobs from East to West,
Know the right people and officials to suggest;
And if members want transfers to cities remote,
The A. B. must direct them and keep them afloat.

If members get sick or break out with a rash,
The B. A. must call and should have ready cash,
And though never trained in the acting profession,
He must contrive to disguise his expression.

He must foretell the weather, prognosticate news,
Have keen vision and foresight in digging up clues
Of potential jobs, and then correctly forecast
The number of days or weeks that each job will last.

If members owe dues or rent or their cars break down,
If they're feeling tiptop and want to paint the town,
Play saxophones at dawn, get the boys out of jail—
The B. A. must pull the strings and supply the bail.

He must be endowed with unusual powers
To explain the fine points of wages and hours,
How to get off relief and make overtime pay
When the member's bent is to shirk work all day.

In this connection, he must know all the angles
Of PWA and WPA tangles;
He must know the intricate ramification
Of Social Security and Workmen's Compensation.

He must always be pleasant when he's dining out,
Pay the check for the party and be a good scout—
He cannot presume that a member should share it,
And if he's insulted, he must grin and bear it.

The hours he keeps are the bane of his life,
And often have cost him his home and his wife;
A husband who rarely comes home to his dinner,
In affairs of the heart is not always a winner.

He must attend banquets to honor a leader,
Raptly listen to speeches drawn out by a "reader,"
And no matter what business or job he neglects—
At funerals and weddings he must pay his respects.

He must have the patience of Job, wit of Voltaire,
A diplomat's training and an orator's flare,
And when disposed to give some one a piece of his mind,
He must contribute to funds to better mankind.

If he does all these things with intentions sincere,
Will he win in the election the coming year?
It is sad, but alas! some may turn on the heat
And say, "He's just a dumb brute, let's plot his defeat."

ALBERT ACUNA

Last week the LOG reported the accident that befell Brother Albert Acuna. When he paid off in New York, he started to walk uptown but was run over by a truck traveling against the light.

Five Union brothers gave their blood to give Acuna a fighting chance for life.

But it was in vain. Last Wednesday he died.

Acuna's lungs had been punctured in too many places by broken ribs. The blood he had received from his Union brothers only succeeded in prolonging his life—not in saving it.

Brother Acuna was buried this week. SIU men were honorary pall-bearers.

More About

Washington Conference

(Continued from Page 1)

or lockouts for the duration of the war; all controversies shall be settled peacefully; a mediation agency to be picked by the President of the United States shall handle all disputes."

All 12 labor representatives—AFL and CIO—accepted the proposition. The 12 employers again balked.

The employers again insisted that the Unions be drastically limited when it came to bringing the benefits of unionism to unorganized workers. Their position would have led to the breakdown of most of the rights won by labor under the Wagner Act.

To break this deadlock President Roosevelt stepped in and backed up labor's position. He informed the conference that all disputes could be submitted to a War Labor Board that he would immediately set up. In other words, the question of the closed shop would be legitimate beefs for the new Board.

Although the President has sided with labor in this dispute, that does not mean that the fight is over. The employer representatives, when they heard the decision of FDR, were reported as being "stunned." They recovered, however, and are beefing plenty.

Already there are rumblings from the reactionary elements in Congress. A demand is again being heard for the passage of the notorious Smith Act which recently slipped through the House of Representatives but was shelved in the Senate.

War time is time for labor to be on guard, not only against any foreign enemies, but against those at home as well.

President Roosevelt's letter outlining the basis of the no-strike agreement arrived at by the War Labor Conference Board for the duration of the war follows:

THE WHITE HOUSE
Washington, D.C.

December 23, 1941.

Gentlemen of the Conference:

Moderator Davis and Senator Thomas have reported to me the results of your deliberations. They have given me each proposition which you have discussed. I am happy to accept your general points of agreement as follows:

1. There shall be no strikes or lockouts.
2. All disputes shall be settled by peaceful means.
3. The President shall set up a proper War Labor Board to handle these disputes.

I accept without reservation your covenants that

there shall be no strikes or lockouts and all disputes shall be settled by peaceful means. I shall proceed at once to act on your third point.

Government must act in general. The three points agreed upon cover of necessity all disputes that may arise between labor and management.

The particular disputes must be left to the consideration of those who can study the particular differences and who are thereby prepared by knowledge to pass judgment in the particular case. I have full faith that no group in our national life will take undue advantage while we are faced by common enemies.

I congratulate you—I thank you, and our people will join me in appreciation of your great contribution.

Your achievement is a response to common desire of all men of good will that strikes and lockouts cease and that disputes be settled by peaceful means.

May I now wish you all a Merry Christmas.

Very sincerely yours,
(Signed)
FRANKLIN D. ROOSEVELT

Another Matson Ship Sunk in The Pacific

The Navy announcement of the sinking of the Matson freighter Manini December 17 in the Hawaiian zone followed official disclosure that enemy submarines still are operating off the Pacific Coast.

The 14th Naval District Headquarters said that twelve survivors of the Manini had been taken to Pearl Harbor. No mention was made of casualties.

The Government disclosed unauthorized radio messages were being sent and received on the West Coast, and cracked down on possible enemy espionage in seven Western States.

The Manini was the second Matson ship sunk since the outbreak of the Pacific war, and the fourth vessel sent to the bottom in waters between the mainland and the Hawaii area.

The Matson freighter Lahaina, the freighter Cynthia Olson and the tanker Montebello have been sunk by submarine action in eastern Pacific waters. The tanker Emidio and the freighter Absaroka were damaged.