

MWEB Would Cut Our Wages

We Lose First Round In Bro. McCune Case

The union's fight to prevent the U. S. Army from court martialing Brother Lawrence McCune received a set-back this month when a Norfolk civil court denied our petition to remove McCune from the Army's jurisdiction. Because of the importance of the case to the entire labor movement, and the precedents that will be set by the courts' decision, we are taking the fight to the Circuit Court of Appeals, and will, if necessary, take it to the Supreme Court of the United States.

The facts in the McCune case are, briefly, that on September 24, 1943 he was dispatched as cook to a merchant ship out of the SIU hall in Norfolk. He signed articles as cook aboard the freighter and went to work. That night five hundred troops were suddenly put aboard the ship, and McCune was informed that henceforth he would cook for 500 men with the staff and galley facilities meant for 70 men. Under these handicaps McCune prepared supper for the 500 soldiers and started to serve it when he was informed that he would have to delay serving until the commanding officer had eaten first. The commanding officer was not on the ship, being delayed (no doubt) by some fancy cocktail party ashore. When McCune discovered that the meals he had laboriously cooked would have to spoil in the galley while hungry soldiers walked the decks, he became fed up with the whole brass hat system and told the skipper

that he wanted a discharge. The skipper refused to give him a discharge and McCune went over the side—only to be arrested by the Military Police and placed in the Army stockade at Camp Patrick Henry, Virginia.

These are the facts in the case, and they are not denied by either McCune or the union. But what is being fought is the Army's claim to jurisdiction over McCune—a merchant seaman. The brass hats claim that they can court martial him because the SIU ship on which he worked is engaged in carrying supplies for the armed forces. By such reasoning the

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In the midst of a war which has been largely (so far) a struggle of supply and transportation, a war in which the heroism and self-sacrifice of the merchant seamen made possible military operations in Europe and in the Pacific, a war in which the merchant marine has suffered greater proportional casualties than has either the Army or the Navy, a war in which civilian

seamen voluntarily gave up the security and comfort of home to face storms and subs and bombings so that the soldiers might have bullets and food—in the midst of such a war the Maritime War Emergency Board is proposing a slash in the wages of the already underpaid merchant hero.

Last week the SIU received a notice from Mr. Erich Nielsen, Secretary of the MWEB, that a meeting is to be held on February 16, 1944 at which time the Board will consider the fact that "war risk compensation . . . is out of line with actual risk to which the seamen are subjected." In short, the seamen are getting

paid too much money for delivering the goods.

(Text of Nielsen's letter is contained in Dushane's column.)

In other words, it looks as if the MWEB has fallen for its own propaganda about the high wages paid merchant seamen, and has set out to correct the situation.

What are the facts?

The United Seamen's Service recently concluded a study of seaman income, and discovered that the annual average wage, including bonus and overtime payments, is \$1,677.14. This means that they are paid \$32.25 per week! Big dough for a man with a family to support. Big dough to receive for undergoing the hell of Nazi sub and air attacks. Big dough when compared with the millions in profits being run up by the shipowners. Yes, we can understand how the Washington bureaucrats must be disturbed over the excessive wages paid the seamen, wages "out of line with the actual risk to which the seamen are subjected."

If the MWEB thinks that 32 bucks a week is too much money to pay a man for risking his life 24 hours out of 24, we wonder what they think would be an adequate wage for seamen in peace time?

At this time there is no way of knowing just how the Board intends to cut the war risk payments—whether they intend to eliminate certain areas, or whether they intend to keep a blanket monthly payment but reduce it from 100% to some lower figure. But however they may juggle their figures, any cutting will mean that Joe Sailor is going to have less than the yearly average of \$32 per week he is now receiving.

The MWEB attempts to ignore the fact that the cost of living has risen 124% (United Mine Workers figures), it attempts to ignore the fact that the gap between labor's wage and the cost of groceries and clothes and shelter has become so great that the "Little Steel Formula" is about to be scrapped, it attempts to ignore the fact that the railway workers, the steel workers, the aircraft workers are winning wage increases to meet this living crisis (and they are paid far better wages than are the seamen). The MWEB lives in a pettyfogging, bureaucratic vacuum which takes into account none of the realities of life. It only sees that wages cuts into profits, therefore wages must be

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Hawk Protests Coast Guard Move To Include Overtime In Forfeiture Proceeding

Vice Admiral R. R. Waesche, Commandant of the U.S. Coast Guard, issued a directive on Jan. 14, 1944 in which he called for the inclusion of overtime in logging of seamen charged, for one reason or another as "deserters." While this move is within the letter of the law as it has existed for a number of years, the practice has never been to take overtime from the men. Brother John Hawk has protested to Admiral Waesche this move to exact from the seamen the "last pound of flesh" at a time when they are under the severest strain and danger in the performance of their duties.

Brother Hawk's letter reads:

January 31, 1944

R. R. Waesche, Vice Admiral
Commandant, U.S. Coast Guard
Washington, D. C.

Dear Sir:

I have in my possession a copy of Navigation and Vessel Inspection Circular No. 45, issued by you on January 14, 1944, the subject of which is "Disposition of overtime earnings subject to forfeiture of alleged desertion of merchant seamen."

In your directive you refer to order 46 U.S.C. 701, and maintain that this order allows the inclusion of overtime in the logging of seamen for alleged desertion. I am fully aware that the law does allow the inclusion of overtime pay in such forfeitures. However, from the date the law was enacted the practice has been for the shipping Commissioners

not to include this money in the loggings. It is the opinion of this Union that the changing of this practice at a time when the seamen are under the severest war strain would constitute a blow at

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SUP REPORT REVEALS GROWTH OF FURUETH SCHOOL OF SEAMANSHIP

The SUP has issued its first annual report on the Andrew Furuseth School of Seamanship, sponsored and operated by the union at Pier 42, San Francisco. This handsome, eight page printed report, full of photographs of students learning their trade abroad the SUP training ship SS Invader, constitutes a damning exposure of those fakers and stool pigeons and labor haters who have lately been conducting a smear campaign against the school.

This report shows that an honest and efficient trade union can not only train men to be better seamen than those turned out by the elaborate government schools, but can do it with less red tape and less cost per student. And, most important, these graduates are conscious, proud and militant union men!

The report tells the full story of the school from its inception. It describes the SS Invader, the SUP training ship which is 136 feet over-all, has a 25-foot beam and a 13-foot draft. The ship is of nickel steel construction and

makes an ideal vessel for training seamen.

"The spectacular growth in the program and training on this ship," says the report, "is accountable by two factors; the increasing demand for trained seamen and the efficiency of the training personnel, as well as the optimal standards maintained by this school. Indicative of the phenomenal growth is the fact that whereas in the beginning the average enrollment was about 300 a month, it has now leaped to an average of 1,000 enrollees a month. To the present date we have trained approximately 8,000 men, and some 5,500 have been shipped to various ships. An average of 60 able seamen are turned out a month.

"We have been conducting a course in ships' carpentry aboard the Schoolship. This is a course that has been supplementary to our regular course in seamanship. We have been very successful so far in this training of carpenters, and have been able to produce about 250 carpenters that are now sailing.

"We have been instrumental too, in obtaining seamen's papers and shipping electricians, deck engineers, cooks, stewards, firemen, oilers and watertenders—in fact, any rating that does not require a license.

"Since its inception in August, 1942, and up to the end of November 1943, the Andrew Furuseth School of Seamanship has the total of over 317,475 trainee hours to its credit."

This school has been constantly under attack by the Stalinists and the RMO fakers who see in it a threat to their program of training tin can sailors by the government. The seamen know the difference between RMO graduates and SS Invader graduates—as do the shipowners. The SUP has reprinted letters from shipowners and skippers in which the seamanship of SS Invader graduates receives the highest praise.

In order to assure the continued functioning of this school for the duration of the war, the Atlantic and Gulf District of the SIU has voted to contribute \$5,000 toward the school's expense.

"Mustering Out" Pay For Seamen Is Proposed

Merchant seamen will receive the same mustering out pay as veterans of the armed forces, if Congressman Emanuel Celler of New York has his way. He has introduced a bill in the House which would pay seamen \$300 if they left the industry after the war, having served in foreign waters.

In introducing the legislation Celler stated that it was time that certain Congressmen understood the tremendous sacrifices being made by the merchant seamen. He also revealed that the present average annual wage of the merchant seaman is only \$1,677.14. This figure includes bonuses and overtime.

SEAFARERS LOG

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NAM Will Sell "Free Enterprise" To Suckers

Watch out, fellow-suckers, here they come! The boys who gave us B. O., Pyorrhea and Athlete's Foot are on the warpath again. What are they selling this time? F. E., friends—Free Enterprise.

The National Association of Manufacturers has announced a gigantic, colossal ballyhoo campaign through press, radio, church, movies, theaters, schools and factory talks, to "sweep Free Enterprise into public favor."

Millions upon millions of dollars are to be spent to sell F. E. as our "economic salvation," the only thing that can "restore prosperity to post-war America."

Who's going to put up all this dough for full-page ads, and for the fat salaries and fatter expense accounts of "public relations" gents who "will seek to enlist the personal interest" of newspaper publishers and editors, radio commentators, movie producers, writers and lecturers?

Fellow-suckers, we are. That's where we start to pay. The more the big-business corporations spend for "advertising" and "public relations," the less they pay in taxes, and the more the American people will have to pay.

The NAM has it all doped out in one of its recent convention announcements.

"Let us never forget," it says, "that legislators too are mortal beings afflicted with all the shortcomings of human nature."

And here we thought our Congressmen were supermen, completely immune to the temptations of world wealth and power offered by the NAM!

But no, the NAM believes that if it can put on a big enough propaganda campaign it can make its "economic philosophy" so popular "that adherence to it will prove a political advantage to the majority of Congressmen."

As for you and me, fellow-suckers, the NAM believes we're even more of a pushover. "People in the mass," it says, "tend to think in blurs. They read while they run." They are moved primarily by simple, emotional ideas. Which sounds a bit like a quote from "Mein Kampf"—but let it pass.

So we simple, emotional folks, with our blurry thinking (the NAM never once is so crude as to use the word "sucker") are to have F. E. shouted at us over the radio, stuck before our eyes every time we look at a billboard or a newspaper, and so impressed on our weak minds at every



—Justice (ILGWU)

turn, that we'll be crying for F. E. for breakfast, dinner and supper and voting only for Congressmen who promise us F. E. 24 hours a day.

We won't even ask what kind of merchandise the NAM has packaged up for us under the label of "Free Enterprise"—according to the NAM. "People in the mass," it says, "are unconcerned about details."

But, at the risk of making liars of the NAM, let's try to focus our blurred thinking on the big business program behind the F. E. label.

You may have thought you were engaging in a little free enterprise when you joined a union. But what's F. E. for us is not F. E. for the NAM. It bitterly opposed the Wagner Act, for instance, as governmental interference with Free Enterprise.

The NAM definitely does not like high taxes on high incomes and high profits. They interfere with Free Enterprise. But who's going to pay for the relief of profiteers from such taxes? Fellow-suckers, that's where we come in again. Big business has no objection to a sales tax, for instance.

Social security and other social legislation leaves the NAM cold, as do public works to provide employment. They're a tax on Free Enterprise, encourage "bureaucracy" and interfere with an employer's freedom to say to a worker: "Take a job on my terms or go starve."

As for labor unions, a recent full-page ad of the McGraw-Hill Co., describing what big business means by Free Enterprise, lets the cat out of the bag.

What's the big menace to Free Enterprise these days, according to this ad? It's not Hitler. It's not the business monopolies and cartels that are throttling small business opportunity and competition.

No, it's "the growing monopoly in labor which is threatening to make the free enterprise system unworkable," the ad says. And it slambang away at the "buccaneering spirit" of labor, the danger of granting it "unlimited monopoly privilege" and the "exercise of arbitrary power by labor."

In a word, under the slogan of Free Enterprise, big business is planning its biggest publicity and political campaign for 1944, to get a Congress that will legislate against labor, undermine New Deal social legislation, and generally place wealth and privilege in the saddle to ride rough-shod over the interests of "people in the mass."

—Union News Service

Personals

JOSE ESENDOLLO

Carpenter, was hurt on board the SS Dorothy of the A. H. Bull Steamship Line and taken off the ship in Trinidad on April 16th, 1943. Any member of the crew knowing anything about this incident please get in touch with his wife—Mrs. Jose Esendolo, 14 Montgomery Street, Savannah, Georgia.

MICHAEL TISO

(MICHAEL GISON): Get in touch with your mother. It is important.

WILLIAM FOLEY

Get in touch with your mother, Mrs. W. Foley, 1555 Constance Street, New Orleans, La.

JAMES A. SWEENEY

Please contact your wife, Virginia at 2375 Ivanhoe Street, Denver, Colorado.

Honor Roll

SS Collin Kelly	\$20.00
SS Wm. Johnston	10.90
Frank Voight	10.00
J. Popos	10.00
SS Flomar	6.00
J. Bloodworth	8.00
M. Polise	6.00
M. Wiser	6.00
D. Golden	6.00
V. McKnight	6.00
W. Greer	5.00
A. E. Gordon	4.00
L. C. Hussey	2.00
K. Morgan	2.00
W. P. Adlam	2.00
Bud Ray	2.00
TOTAL	\$105.90

We Lose First Round In Bro. McCune Case

(Continued from Page 1) brass hats could extend their jurisdiction and intimidation to practically every defense worker in the country, since they are all engaged in making or transporting supplies for the army. Thus the unions would be at the mercy of the capricious and labor-hating brass hats and there would no doubt be a regular epidemic of court martials aimed at militant union men.

The SIU maintains that if McCune is guilty of any violation of articles he should be hailed before the regular Coast Guard hearing panels which are set up

for that purpose. The SIU feels that this move by the Army is so fraught with danger for the entire labor movement, that the case must be fought right through to the highest court in the land. And this we shall do.

In the meantime, Brother McCune is being court martialed in Camp Patrick Henry. There is nothing we can do to prevent this. But if we win the case in the courts, any sentence given him by the brass hats will be set aside, and a precedent will have been set which will protect union seamen from this sort of persecution in the future.



REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

MARITIME WAR EMERGENCY BOARD

I have been notified by the Board that a meeting of the Advisory Committee will be held on February 16, 1944. The letter follows:

"To all members of the Advisory Committee:

"The Maritime War Emergency Board has scheduled a meeting of the Advisory Committee on February 16, 1944, at 4:00 P.M. in the Commerce Building, Wash-

ington, D. C.

"The agenda will consist of one item: War Risk Compensation (War Bonuses).

"The Board has been advised the dangers of the war on the high seas has changed within the past ten months. Sources of authentic information within the government have indicated the war hazards at sea with regard to merchant seamen have decreased; the Secretary of the Navy has issued statements from time to time which reveal that submarine attacks on merchant vessels have declined steadily; cargo insurance rates have been reduced numerous times.

"As a consequence, the Board has concluded that the war risk compensation (War Bonuses) specified in the decisions is out of line with actual war risk to which seamen are subjected.

"The Board considers it desirable and necessary to convene with the advisory committee and discuss the bonuses in the light of developments.

"In this connection, the Board welcomes any suggestions which the parties signatory may care to make on the subject of war risk compensation as it relates to the present status of the war at sea.

(Signed) ERICH NIELSEN, Secretary"

Well, boys you all know what the above means, your bonuses are now about to be chopped to pieces, which means that your income will be reduced.

I know the position that will be taken by the membership on

this matter and this is to advise the members that are ashore, and on board vessels that are and will be in port before this matter comes up for a hearing, that sending letters or telegrams of protest to me will not help out at all. The people who must be reached on this matter are the three members of the Board who have the sole power to make any changes, if they are going to be made. So I'll attach herewith their names so that you will know what to do on this matter.

Edward Macauley, Chairman
Maritime War Emergency Board

Commerce Building
Washington, D. C.

Dr. Frank Graham
National War Labor Board
Department of Labor Bldg.
Washington, D. C.

Dr. John Steelman
Director of The Conciliation Service

Department of Labor Bldg.
Washington, D. C.

Send all protests to the above members of the MWEB. I would appreciate copies. Ships crews should all send in their protests, the more the merrier.

D. Butts, Ag't, San Juan--Congratulations to you, your better half, and Jr. Send your request for the brother's discharge from the Army to Mr. Orville Olsen, War Shipping Administration, Commerce Bldg., Washington, D. C. Send all data on his sea experience, etc.

MWEB Would Cut Our Wages

(Continued from Page 1) squeezed to the lowest possible level.

Well, the SIU isn't going to take it laying down. Brothers Hawk and Dushane are going to be on hand for this little cut-throat session on February 16, and will let the swivel chair artists know our position in no uncertain terms. In the meantime the membership up and down the coast is mobilizing a letter and telegram campaign, designed to let the Board (and Congress) know just what they think of this proposed blood-letting.

The following resolution was passed by the New York branch at last Monday's meeting:

RESOLUTION

Jan. 31, 1944

WHEREAS, the Maritime War Emergency Board has called a meeting of the Advisory Board to discuss the cutting of war risk compensation now being paid the seamen, and

WHEREAS, the MWEB has indicated that it considers the present bonus being paid the seamen as being "out of line with the actual war risk to which the seamen are subjected," which means that even before the scheduled meeting convenes the Board is committed to the slashing of the seamen's wages, and

WHEREAS, all other sections of labor, steel, aircraft and railroad workers are fighting for and winning increased wages to meet

the sky-rocketing cost of living, therefore

BE IT RESOLVED, the officials of the Atlantic & Gulf District of the Seafarers International Union be instructed to conduct the most uncompromising fight against this threatened blow of our living standards, and that organized labor generally be informed of this threat and be recruited to aid in our fight for an American living wage, and

BE IT FINALLY RESOLVED that all ships crews immediately wire protests to each member of the Maritime War Emergency Board on this attempt to reduce the present war bonus.

Keep In Touch With
Your Draft Board

AFL Council Condemns Labor Draft, Asks Ballot For Army

Miami, Fla. — Hitting hard on two major domestic issues, the AFL Executive Council rejected proposals for a nation-wide labor draft and called upon Congress to make it possible for every member of the armed forces serving overseas to vote in the coming national elections.

Other outstanding actions by the Council as its mid-winter session moved into the second week included:

1—It proposed that the United Mine Workers Union would return to the Federation with the same jurisdiction it enjoyed before it left and authorized a committee to take up with the union the settlement of jurisdictional conflicts precedent to re-affiliation.

2—After receiving a report from Joseph A. Padway, counsel for the AFL, on the status of anti-labor state legislation, the Council directed him to continue the successful fight to challenge the validity of these measures in the courts.

3—The Council received with interest and approbation a recommendation by President John P. Frey of the Metal Trades Department that all federal agencies dealing with labor be centralized in the Labor Department to the end that clear-cut and consistent labor policies be formulated and followed. Frey charged that at present labor unions are required to deal with twenty-five separate agencies whose policies are frequently contradictory.

Still to be considered by the Council was the invitation from the British Trades Union Congress to attend a so-called world labor congress in London next June as well as a series of preliminary reports from the post-war committee, headed by Vice President Matthew Woll.

In its statement on the proposal for a National Service Act, the Executive Council left no room for doubt as to its unanimous opinion. It denounced such legislation as unwise, and unnecessary and stated flatly that such a law would not prevent strikes. The only way to prevent strikes, the Council declared, is to remove the unjust conditions which provoke workers to strike despite their patriotism and their desire to help win the war.

Taking up the soldier vote question, the Council made it plain that a clear and simple federal statute is needed to permit members of the armed forces serving overseas to exercise their right to vote in the 1944 national elections. State laws which hinder the voting privileges of soldiers and sailors overseas should be superseded, the Executive

Council said.

Almost a full day's session was devoted to the re-consideration of the application of the United Mine Workers Union for re-affiliation. The Council first considered a report from its committee which had met a month ago in Washington with a UMW committee and also considered a letter received from John L. Lewis, UMW president.

After considerable discussion, the following decision was announced:

"The Council proposes that the United Mine Workers return with the jurisdiction they had when they left the American Federation of Labor. The Council instructs its committee to meet again with a committee representing the United Mine Workers of America for the purpose of clarifying all questions that have not been settled."

Among these questions are the jurisdictional conflicts existing between District 50 of the UMW and a large number of AFL affiliates and the broad jurisdictional clash between the UMW as a whole and the Progressive Mine Workers Union of America.

In response to questions at a press conference, AFL President William Green said that, in his opinion, "progress" had been made in the protracted negotiations with the UMW.

Labor Urges Regulation Of War Prisoners Jobs

MIAMI, Fla.—Warning against the employment of prisoners of war in competition with free American workers on jobs where they might be able to sabotage the war effort, the AFL Executive Council called upon the Government to deal with this problem promptly.

AFL President William Green told a press conference that many complaints have been received from unions against the "indiscriminate employment" of such prisoners. He gave as specific examples the assignment of prisoners to jobs on railroads and to logging in the Wisconsin forests. The text of the council statement follows:

"The Executive Council is deeply concerned over the almost indiscriminate employment of prisoners of war in competition with free American workers.

"This practice is dangerous and is calculated to arouse deep resentment among American workers. It cannot be justified on the grounds of manpower shortages or for any other reason.

"The Executive Council feels that a clear-cut program should be worked out for the employ-

ment of prisoners of war on useful projects where there could be no threat of sabotage and no conflict with free American workers.

"The way we deal with prisoners of war may affect the treatment of our own boys who are captured by the enemy. It is therefore essential that our policies be humane as well as practical. The Geneva Convention prohibits the employment of prisoners of war for production or transportation of arms or munitions of any kind or for transporting material intended for combat units. Their employment in degrading, unhealthful, or hazardous work is also forbidden. It is therefore incumbent upon the Government to evolve and follow a definite program which will not evoke retaliation by the enemy—nor arouse friction with free American workers."

Keep In Touch With
Your Draft Board

Hawk Protests Coast Guard Move To Include Overtime In Forfeiture Proceeding

(Continued from Page 1) their morale—a blow which a grateful nation has no intention of aiming.

Overtime work is rendered by the seamen as extra effort, often under conditions that may mean severe physical hardship. Overtime is real "blood money," and should not be subject to confiscation when the seamen are found guilty of some technical violation or articles. Should this be done, it would appear that the government is demanding a last

bitter pound of flesh from men who have every right to expect gratitude for service rendered their country.

This Union appeals to you to hold in abeyance any change in existing forfeiture procedure. Don't let the seamen think for one minute that the sacrifices they are making for their nation are unappreciated and in vain.

Very truly yours,
JOHN HAWK,
Secretary-Treasurer

French Seamen Win Improved Conditions

Identification Fishermen

"A port order issued by Rear Admiral Stanley V. Parker, U. S. C. G., has informed all crew members of commercial fishing vessels that they must possess Captain of the Port identification cards reciting their occupation as "commercial fishing approved" on or after February 1, 1944.

(ITF) The tripartite Advisory and Technical Committee for the Mercantile Marine, recently instituted by the French Committee of National Liberation, met for the first time in Algiers from 13th to 24th September, and its recommendations for unification of wages and working conditions have inspired the Committee of National Liberation to issue two orders, one relating to the organization of work on board and the other to wages, which came into force on 1st December and 1st November, 1943 respectively. The new conditions apply from these dates on all vessels directly controlled by the Mercantile Marine Board. On vessels sailing from British ports, and those on which British conditions have hitherto been in force, they will apply as soon as agreements to that effect have been come to between the French and British authorities.

The new unified regime, a long-standing claim of the seamen, will put an end to many difficulties with which the seamen's organization has hitherto been up against. It will considerably shorten working hours, providing for a normal 8 hours a day and 48 a week at sea as well as in port, and fix wages at about the rates current in the Allied merchant navies, which are considerably higher than those hitherto paid in North Africa.

The following are some of the details. As already said, the 48 hour week will apply, but to meet wartime requirements an extra three hours unpaid work can be called for weekly, for requirements when entering and leaving port. Apart from this all time in excess of 48 hours a week will be paid for at overtime rates. When the weekly day of rest cannot be given at the time fixed, compensation, either in money or time off, will be given. Holidays will be two days per month of service with wages and cost of living bonus, plus 50 francs a day food allowance if not fed on board.

The following are some of the new wage rates:

	Monthly wage	Cost of living bonus
	Francs	Francs
DECK:		
Boatswain	2,580	700
Carpenter	2,580	700
Boatswain's mate	2,400	700
Able seaman	2,070	650
Ordinary seamen	1,800	500
Young seamen	1,350	500
Boy	1,020	500
ENGINE ROOM		
Leading fireman	2,580	700
Greaser	2,580	700
Fireman	2,190	650
Trimmer and cleaner	2,070	650
CATERING, CARGO VESSELS:		
Chief cook	2,580	700
Cook	2,290	650
Pantryman	2,190	650
Steward	1,800	500
CATERING, PASSENGER AND MIXED VESSELS:		
Chief steward and cook	2,580	700
Second and third stewards	2,400	700
Saloon steward	2,070	650
Steward or stewardess	1,800	500
Boy (16 to 18 years)	1,350	500

In addition to these wages a monthly war risk bonus of 2,000 francs is payable to both officers and men. Overtime rates run from 12 to 17 francs an hour for full ratings, and are 9 francs for young seamen and 8 francs for boys. There are also certain occupational allowances for some ratings.

Another important decision is the ending of certain excessive disciplinary powers with which the Vichy Government had invested matters allowing them even to sentence seamen to terms of imprisonment. Seamen are also now entitled to demand their discharge at the end of a voyage after six months on board, a right formerly denied them under a Decree of September, 1939.

The following Stewards Department men have overtime coming from the Waterman Line: J. P. Allen, William Mathews, P. King.

The following crew members of the SS Ben Williams have overtime coming from the Calmar Line: C. Cresta, G. J. Kaminskis, J. Harrison, H. R. Jackson, S. D. Norris, J. Girlando, H. Benter and E. Stinehelfer.

Crew of Lucias B. LaMar has Explosive Bonus coming. Collect from Waterman Line.

The following crew members of the SS Grace Abbott have overtime coming from the Calmar Line: H. Russel, H. Corson, H. Collier, J. Stewart, J. Stralaha, C. Ramirez, C. M. Reynolds, Rog Theiss, Walter Broll, P. Rooney and J. Gillen.

The following crew members of the SS Jocelyn have overtime coming from the Calmar Line: M. Robb, A. G. Towell, L. M. Ruggiero and D. Pierce.

Keep In Touch With Your Draft Board

LABOR CASUALTIES ON HOME FRONT GREATER THAN IN ARMED FORCES

Washington, Jan. 22—Some startling figures on war casualties were issued this week by the OWI and next to nothing was said about them by the daily press and radio. These figures showed:

1. That 37,600 persons were killed in industry—from Pearl Harbor to Jan. 1, 1944—7,500 more than the military fatalities.

2. That 210,000 were permanently disabled—60 times more than the military wounded and missing.

3. That injuries account for four times as many lost man-hours as strikes and that 50,000 workers in manufacturing are absent every day because of accidents.

4. That deaths and injuries on the job are occurring now at the rate of 270,000,000 lost man-days a year, the equivalent of the withdrawal of 900,000 workers for a full year from the production lines.

Sources consulted, the OWI said, included the Department of Labor, Nat'l Committee for the Con-

servation of Manpower in War Industries, Nat'l Safety Council, War and Navy Depts., Maritime Commission, War Production Board, CIO, AFL and the managements of individual war production plants.

In reckoning the cost of these production line casualties to the War Effort, the OWI report declared that "the death or disability of a skilled war worker here can mean the death of several fighting men overseas. Men close to the picture of tight delivery schedules and of assembly-line coordination say this statement can be accepted in its most literal sense."

BOSTON

Several members came in the other day and each had a bundle under his arm. They unwrapped the bundles and began sorting different articles of wearing apparel preparatory to stowing them in their sea-bags.

"What do you think of this gift?" one of the men asked. I looked their gifts over and here is what each man had: Two pair of long heavy woolen stockings, a woolen helmet that covered the ears, nose, head, chin and neck, two pair of heavy woolen mittens, two heavy woolen knitted sweaters, a woolen knitted watch hat, a seaman's knife of very

good quality, a heavy woolen scarf and other items that were practical and useful to seamen.

It seems that these men went to the Christian Science reading room to get some reading matter to take aboard ship and the person in charge gave each man a bundle of clothing enumerated above, then told them it was not given as charity but as a gift from the Christian Science Church. Needless to say the gifts were greatly appreciated.

With hundreds of millions of dollars at their disposal, one would think that the War Shipping Administration would at least see to it that the merchant seamen were properly clad, especially when their vessels are on northern runs with the temperature hovering near the zero mark. After all, they are squandering the taxpayers' money and giving the taxpayers very little in return. Quite a few trainees that the Maritime Commission turn out are kept on the beach and herded in dormitories for periods of three and four months before they are shipped out as messmen and wipers. Instead of giving these kids an opportunity to do something useful they are kept in the status of bums, housed in ill-smelling dormitories, dependent on missions for their keep. I believe Senator Truman could get something useful here.

JOHN MOGAN, Agent

MONEY DUE

Following crew members of the SS Firmore have overtime coming from the Calmar Line: Albert Tanner, James Brown, John E. Campbell, E. Dabose, Frank Rankin.

Crew of SS John Stevens which paid off in April 1943, have \$125 attack bonus coming. Collect from Waterman Line.

Following crew members of SS Grace Abbott have overtime coming from the Calmar Line: J. Stewart, Roy Theiss, E. Ramirez, J. Berkenkemper, F. Tangeland, C. Reynolds, N. Fraser, W. Broll, P. Rooney, H. Stone, J. Gillen, P. Lattick, W. Russel, J. Davis and H. Collier.

Deck and Engine Departments of SS Chas. Henderson which paid off in January 1944, have overtime coming from the Mississippi Steamship Company.

The following crew members of SS J. Henderson have overtime coming: Ed. Hopke, L. Rovery, L. L. Eckman, D. S. Beachley, J. Martinez. The entire crew has \$10 linen money coming.

THOMAS O'BRIEN & JACK LITTLE: You are to divide the wages of the utility man missing from July 17 to December 30, 1943. Collect Bull Line.

HARRY WOJTOWITZ & DONALD NOREN: Difference of wages for 2nd Cook and Baker will be divided between you. Collect at Bull Line, New York City.

J. H. KOPPERSMITH & RUBEN JOHNSON: You are to divide the wages of the 2nd Butcher, missing from December 5 to December 16, 1943.

S. T. McGEE: Has 6 days pay coming from the Bull Line.

MELVILLE: As pantryman you have extra meal money coming from the Bull Line.



"Promise not to laugh, Senator,—but do you think the workers would be better paid and treated if they had no unions?"