

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 32

"Since You Went Away"



Hawk Blasts Employer Distortion Of Issues In SIU Wage Dispute

Shipowner double dealing and sabotage of the orderly process of collective bargaining was exposed this week by SIU Secretary-Treasurer John Hawk. In an extensive memorandum submitted to the National War Labor Board, Hawk revealed that the operators have consistently tried to undermine SIU working conditions, and have failed in most instances to bargain with the union in good faith on the question of wage scale revisions.

PHOTOS WANTED

With the war over in the Atlantic, and many security restrictions being lifted in regard to shipboard activities, crew members will likely be toting cameras before long. The Editor invites the membership to submit pictures taken on ship board for publication on this page. Mail photos to SEAFARERS LOG, 51 Beaver Street, New York City.

In a detailed analysis of the employer brief submitted to the Board on July 19, 1945, Hawk pointed out that every subterfuge was being used to break down union conditions—conditions won during peace time and guaranteed for the war's duration by the "Statement of Policy."

Warning that the shipowners' greed may, if left unchecked, bring chaos to the waterfront, Hawk said frankly that "... the breaking of the 'Statement of Policy' by any government agency will release the seamen from their adherence to the no-strike-

pledge."

The WLB was reminded that it is still legal to strike in this country, and the machinery of the Smith-Connally Act might well be employed by the SIU if shipowner provocation continued.

The crux of the question is an increase in the basic wage to compensate for war bonus cuts, it was pointed out. The seamen demand an American standard of living—and that means both decent wages and union working conditions.

The full text of Hawk's memorandum appears on page four.

HOME FOLKS WILL HEAR FROM THEM



One of the new features of the third floor recreation hall in New York is the installation of writing desks. Pictured here are several members who just paid off and are writing home. The desks are used also for rank and file letters and articles to the LOG. Paper and pencil are always available—why don't you sit down and write now?

Seamen Demand USS End

By E. S. HIGDON

Since the war began the United Seamen's Service has been stepping into a field in which it does not belong. It has been strengthening itself and trying to "endear itself" in the hearts of seamen so that when the war is over it can keep on going and hold a controlling, decisive hand in cases that concern seamen. The idea of such an organization as the USS is to obligate the men in such a way that they will feel they must listen to what is told them.

Recently it has become public knowledge that the USS has appointed a committee to deal with post war service for the American merchant seamen. It is the intent of this committee after the war to establish and to continue recreation centers all over the world. We are opposed to the continuation of such clubs and services in this country and foreign countries. It is a waste of the taxpayer's money and an undesirable and unnecessary function to the bonafide pre-war seamen. Some of these kids who have just started going to sea have not got the salt water in their veins yet, nor has the sound of the wind on the sea become a part of them yet. They went to sea so they wouldn't have to don GI clothes—they're still landlubbers and to them the USS seems all right. They're used to things of that sort. Not until these kids are left alone to rely on themselves without assistance from a charitable organization will they become independent and bonafide seamen.

Our case against such conditions as have been created and are being created is this:

1. The Merchant Marine Seamen are civilians and should not be considered as a part of the armed forces. They can not be considered a temporary measure as the abnormal inflation of the army and navy can. The seamen are wage earners as are civilians on shore and we believe that they should be treated as such. There should not be institutions to which they can apply for aid so easily. We need no charitable institutions. The USS, along with the New York Doghouse, is looked upon as an organization formulated for the purpose of giving charity.

2. The SIU is interested primarily in securing, through negotiations with the employer, decent wages and working conditions and equality in relation to capital. This is the constructive way: the men will be able to take care of their own needs and help themselves. Relying on social services or other similar public reliefs does nothing — men must rely solely on their own en-

(Continued on Page 3)

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MASTER ON SCHWAB PLEADS INNOCENT

J. P. Dunn, skipper of the SS Charles M. Schwab, walked into the Log office last week to ask for a break in the columns of the paper. He said that the article written about him by Brother Cornett in the June 28 issue of the Log was not true, and he wanted the membership to hear his side of the story.

"I always try to get along with the unlicensed men on my ship," he said, "and I don't like to have a false impression about me spread on the waterfront."

The first thing the editor of the Log did was to telephone Captain Martin, President of the Master Mates & Pilots, and ask if Dunn was a member in good standing. He was. So here is his statement.

"When the SS Schwab arrived in Naples I was given written orders by the Coast Guard to keep 70% of the crew aboard at all times. I heard no complaints from the regular crew's delegates and had no idea this rule was not being enforced aboard all ships until Mr. Cornett—a self appointed delegate—persuaded an M.P. Lieutenant to tell me that the rule was not being enforced very well on other ships. Mr. Cornett wanted me to give him definite permission to ignore the order and when I pointed out that he couldn't do this without permission from the Coast Guard Mr. Cornett complained to the Coast Guard and quoted the M.P. Lieutenant. Result—disciplinary action was taken against the M.P. Lieutenant by the powers that be.

"The M.P.'s descended on the ship and shook it down. Mr. Cornett was found with an entire suitcase full of ladies' underwear. He explained to the M.P.s that he could win favors from the girls with this and the M.P.s expressed their amazement at his virility and fined him fifty dollars. Next the vigilance of the M.P.'s surprised Mr. Cornett lifting a case of beer from the hold with a heaving line and turned him in to the Coast Guard and his papers were suspended for two months.

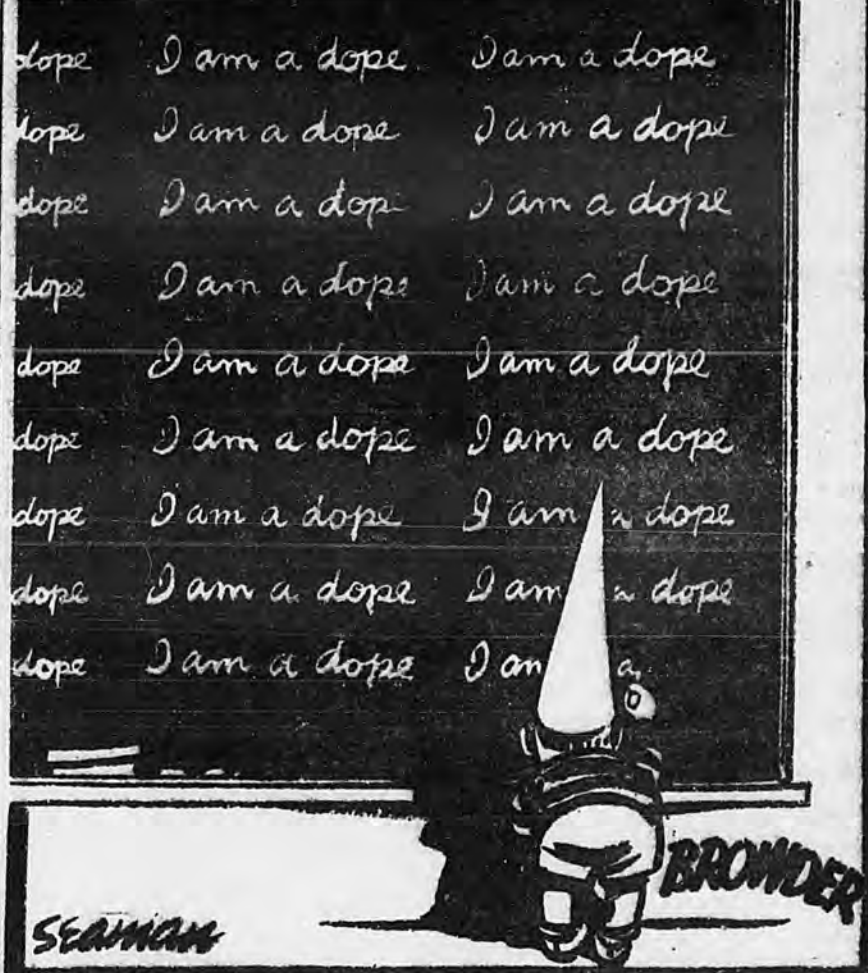
"I did not call in the M.P.'s at any time. It was Cornett's own actions which brought them aboard.

"Mr. Cornett forgot to mention these items in his letter to the Log. Too bad, Mr. Cornett, and you couldn't even get elected deck delegate."

J. P. DUNN, Master,
SS Charles M. Schwab
Member MMP, No. 697



Keep A "Log" In Your Pocket



FORE 'n AFT

By BUNKER

Now that many ships are getting back to a peace time basis, and the attention of all hands doesn't have to be concentrated on a look-out for subs, the old timers are talking about reviving the equator parties that used to provide plenty of excitement and fun when the ships crossed the line.

Several of the boys the other day were telling about a Neptune party on the Del Sud when the cook refused to be initiated and took refuge in the galley, arming himself with cleavers and knives. While some of the crew distracted his attention by poking at him through the ports, another group sneaked up to the galley skylight and lassoed him as neatly as a Texas longhorn, hauling the fugitive out on deck to be shaved and shorn by King Neptune.

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Lest we forget . . .

One of many men who founded the SIU and have been lost in this war was Mose Parker, whose ship was sunk by an aerial torpedo while on the way to Russia in 1942. Mose had just gone below when the torpedo hit, killing the entire 12-4 watch.

As everyone who knew him will agree, Mose was one of the best black gang men and most militant union leaders who had sailed for this or any union. He always had deck and engine officers well trained on every ship he sailed, but he did it to instill in the die-hards of the quarter-deck a respect for the union and its newly-won contracts. He was liked by everyone.

One of few ships delegates to lead any job action after the war started, Parker led the crew off one old tub as a protest against poor feeding and accommodations. The conditions were quickly remedied.

On the Bull Line SS Jean, he initiated a protest against bad food and led the men to the deck when the company refused to hear the beef. In this case, too, action was soon forthcoming. He was on the Bull Line SS Lillian when that old scow broke in two and sank after a collision.

Although active in the early

days on the Gulf when the SIU was founded in the midst of a waterfront war, and well known up and down the coast, Parker refused to become a picard because he preferred to stay at sea. He never stayed ashore for longer than thirty days at a time.

Mose Parker, his friends are proud to recall, was what every SIU man should be: conscientious in his support of union principles, a considerate shipmate and a man who knew his job.

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David Swatek, AB, was one of the men who rode the old Campfire, ex-Ipswich, out to the west coast recently, where the ship was turned over to the Russians. The Russian crew had no sooner come on board, Dave says, than their officers turned them to chipping and painting.

Before accepting the ship, the Russians were taken on a six hour trial run, during which chow was served up by the Russian women's steward department. Says Dave: "They were good looking gals in a husky sort of way. Any sailors who get tough with them are liable to end up over the side."

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Brother Charles Davis, Oiler, stopped in recently and told the boys about riding a Liberty tanker out to the southwest Pacific from San Pedro. They ride well, he says, but are slower than a Liberty freighter.

He also made a trip on a so-called "bastard" Liberty, one of those special conversions that have the regular one and two Liberty holds combined to provide space for carrying planes. Plenty of booms on these jobs.

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In the SIU-SUP hall in Frisco is a box full of high pressure hats collected from would-be trip carders. When a high pressure stiff comes in asking to be shipped out the dispatcher points to his fancy headgear and says, "One trip card, one hat." Three-fourths of the applicants prefer to sacrifice the hat and toss it on the steadily growing pile.



By FRENCHY MICHELET

At 6 P.M. of this evening of Monday, July 9th in the year of our Lord 1945, the patio of the Bar Americano of Puerto Cabello, Venezuela, presents a scene not unlike that to be found in a thousand other gin mills scattered throughout these fruitful lands.

A half-dozen dark eyed damsels of questionable morals and unquestionable charms, are whiling away the tedium with shell beers.

As our party of five enter the cool confines of the spacious patio six pair of eloquent eyes regard us with an interest that only a prospective ten bolivers on the hoof can awaken in the sleepy minds of these Venezuelan charmers.

Brother Klacnowiz, whose virtually unpronounceable surname has earned him the affectionate sobriquet of "Clappy-Bitch," turns on his well known charm and a little comedy of lifted eyebrows ensues between him and one of the comelier damsels. We all interpret this as an invitation to join the party and we do so without further ado.

Nowhere on earth, we believe, is the law of supply and demand better illustrated than right here at this now rum-laden table. Two of the six girls seated here are natural beauties and all are eager for bolivers on the line. Moreover, they will bring a zest that the New York broker will seek for in vain in the mink-coated beauty.

"How sad a thing it is," some forgotten sage has sagely observed, "that such a precious thing as youth should be squandered on children." How particularly true this is of the pretty little animal who sits besides us tonight. Her long, heavy hair, big brown eyes and full red lips are all the trappings of youth in the

fullness of its glory.

She spends her charms with a lavish hand, with but little knowledge of their value and even less of their transitory nature. Today she is a lovely girl bursting with animal spirits—at twenty-five she'll be a shuffling hay bag with a body like a bag of meal tied in the middle with a greasy string.

But this is the fate of the tropical woman and will so remain until her enlightened sister of the North teaches her the way of a clever maid with a man. For of the more knowing Northern sisters the poet might better have sung:

"She keeps with care her beauties rare
From lovers warm and true,
For her heart is cold to all but gold,
And the rich will come to woo.
Ah, honored well are charms to sell
When priests the selling do."

Far be it from us to pretend to any saintly virtues. However, we did remember to do our bounden duty—we taught the pretty little creature quite a bit of our native tongue. Now she too, like so many of her sisters, can rattle off such essential Americana as "Shuler can't cook beans."

DEADLINE!

Several ports sent in news this week which arrived too late to make the LOG. All Branch Agents should see that their reports reach the office of the Editor by Tuesday morning of each week. If possible, mail copy on Saturday so that the LOG receives it on Monday.

CLEARING THE DECK

By PAUL HALL

The SIU meeting in New York last Wednesday had quite a surprise when crew members of 2 Isthmian ships attended. Although this was a surprise to the SIU men, it was nothing compared to the surprise the Isthmian men had when they saw the manner in which SIU meetings are conducted.

We had one of our typical meetings with some of the boys blasting a couple of SIU officials in an outport for the manner in which they handled beefs. The matter was discussed pro and con and the entire session finally wound up with the men in question being reprimanded and the matter corrected.

Another point brought up was the manner in which committees are elected in this port. This matter too was discussed thoroughly and ended up with the membership, by passing a motion, making the policy to be used in the future on this issue.

While this wasn't an unusual occurrence for SIU men, it was an eye-opener for these unorganized seamen and 2 ex-NMUers present.

The surprise shown by the NMU men was naturally no wonder for the simple reason that many SIU members know the manner in which NMU meetings are conducted. Lord help the hapless rank and filer at one of those meetings who gets up and criticizes a picard, for he is immediately branded as a Fascist and disrupter, just to mention the mildest terms, and then is thrown out of the meeting.

Of course, to the Isthmian men it was another matter. These fellows are used to working for an outfit that is tough—where they have no say about anything—and for them to see seamen, like themselves, making their own policy and settling their own problems was a real surprise.

It is a damn good thing for these men to attend our meetings and it should be encouraged because it allows them to see just what the Seafarers is.

Isthmian men attending our meetings will probably be a regular occurrence now in practically all ports where we have halls. Their attendance shows that they have a real interest in this organization.

USS STILL PHONY

The USS is still up to its old phony games. These people recently started efforts so as to prolong themselves into the postwar period. (No doubt, to assist the comrades in the NMU in their organizational efforts.) The latest trick these phonies have done is to furnish NMU organizers a box which normally contains USS games, but which is used by NMU organizers to get in and out of unorganized ships. This is typical of these characters and displays their true nature.

While having the guts to come into SIU Hall and tell us they are interested only in the welfare of seamen, these people turn right around and do something of this sort:

Recently, a committee of these do-gooders came up to the SIU Hall in New York and some of them got off a lot of high-sounding phrases about seeing that the poor seamen get "help." They were told then that it was a known fact and there was evidence to prove that the USS in some ports were hand in glove with the NMU.

These beloved characters expressed horrors at such a thought and claimed they were not guilty of such a thing.

However, with people of this type, their so-called horrors did not fool us a damn bit as we know how these people do business. It is a damn shame that they continue to get the money from people who do not know the score.

We have threatened before to resume picket lines around some of their joints if this thing did not stop. Evidently this threat did not mean a thing to these people. All SIU men should view these people with suspicion and prepare for an all out attack on them. If we don't bust them, they surely will try to bust us.

There may have been some excuse for the USS when it was first conceived—seamen needed special service when the war first started. As a matter of fact the SIU was on the governing board of the USS at its inception. But despite all the high sounding phrases uttered by its various shipowner and social service sponsors, it soon became apparent that the organization was degenerating into a racket. When this became clear we pulled out and have opposed it ever since.

Today the USS is a real threat to all bonafide union seamen. Let's give it the boot.

Grimm Asks Aid In Robin Moore Damage Suit

Brother Oscar Grimm, survivor of the Robin Moore which was torpedoed by the Nazis while the United States was still at peace, this week appealed to Senator Robert LaFollette to aid him in collecting damages from the German government. Following is the text of his letter:

"I was the 2nd Cook on the SS Robin Moore, which was the first American vessel torpedoed by German submarines, May 21, 1941.

"I suffered from exposure and hardship in a lifeboat for two weeks and was incapacitated for a month. Subsequently I was operated upon in the U. S. Marine Hospital, Staten Island, for varicose veins caused by exposure in the boat, and will have to be operated upon again for the same reason.

"I request you to draft and introduce a bill to help me and other seamen so we can obtain compensation from funds in the hands of German alien property custodian in the United States.

"Thanking you for any assistance you may be able to render me and other seamen as indicated above, I am,

Respectfully yours,

OSCAR L. GRIMM

Letters! Letters!

The "Membership Speaks" page is your chance to blow off steam or just talk about some topic which you think is interesting. Write about any subject as long as it pertains to ships and seamen. Send your letter to The Editor, The Seafarers Log.

Seamen Demand USS End

(Continued from Page 1)

deavor. That is the goal for which we are striving.

For a long time the SIU and its affiliates have been working for this. Even as far back as 1887 when Andrew Furuseth was elected Sec'y-Treas. of the Sailors Union of the Pacific, that organization became active in a federal legislative program for humanitarian laws for merchant seamen. They were working against the various seamen's institutes going under the guise of social service.

Those organizations co-operated with water-front saloons, rooming house crimps and assisted generally in keeping seafarers in a unique kind of slavery. They shanghai'd seamen and furnished strike breakers when the men struck against conditions that included lousy mattresses, messes inhabited with roaches and stocked with rotten food.

In 1894 the Maguire Act was passed with the aid of the un-stinted labor of Furuseth and then in 1898 the White Act sponsored by the West Coast seamen's organization became a law—giving the right to seamen to draw half of their wages in any port, which meant that the men no longer had to go to seamen's institutes to ask for a handout, nor did they have to sing for their suppers in some mission gathering.

To date all humanitarian laws and all progress made in securing better wages and working conditions for the American merchant seamen have been initiated and fought for by the AFL without any assistance from the pseudo-social service organizations for seamen. We demand the right to continue the betterment of our

standards under democratic process.

4. Propaganda distribution is one of the chief functions of the USS — their halls have become centers for a certain class of people who use them for their own political philosophies.

5. The real seamen who followed the sea before the war and who will follow it after the war are interested in the maintenance of rest and convalescent homes under the supervision of the U.S. Health Service. If the funds which are appropriated by the government to the USS for molly-coddling recreation clubs, loans, etc., could be appropriated to the Public Health Service for care of seamen, it would be a much better thing. The additional funds would better hospital facilities and cut the money off from uses such as it is now put to.

The SIU is on record to continue co-operation with the U.S. Health Service and is also on record as being of the belief that the USS or any other charitable organization is a duplication and in itself causes confusion by this duplication.

6. We believe that if any memorial is to be erected out of government funds to the merchant marine for their heroic endeavor during the war, it should be to establish more snug harbors. This would be a matter of taking care of men when they really needed it instead of applying softening influences while they can still ship.

7. What we need is an unretarded growth of a co-operative relation between the steamship companies and the men through their unions. War bonuses now paid to the seamen will be discontinued after the cessation of hostilities. The present basic wages alone are not sufficient to meet the high cost of living and some provisions will have to be made to offset some of the loss of take home money when the war bonus is eliminated. This can be brought about only through sincere and honest negotiations between the ship operators and maritime organizations. We realize our responsibility toward that end during the reconversion period.

We hope that the negotiations will be conducted for the best interest of the maritime industry—harmoniously and peacefully—having in mind to keep a United States merchant marine and an efficient personnel second to none.

New Service Awards Available

SEAMEN'S SERVICE AWARDS COMMITTEE

Below is a brief summary of the various awards for which qualified Merchant Seamen may apply.

MERCHANT MARINE SERVICE EMBLEM

Awarded to "seamen"—including any member of a ship's company, who serves at ANY TIME, during the period beginning December 7, 1941 and ending with the termination of the war, in (1) any U. S. flag ship, or (2) any foreign flag ship at a time when operated by, or for the account of, the Maritime Commission or the War Shipping Administration.

WAR ZONE BARS

Awarded for service in a War or Combat Zone. One or all awards may be claimed.

Atlantic War Zone includes service in any of these waters: North or South Atlantic Ocean; Gulf of Mexico; Caribbean Sea; Barents Sea; Greenland Sea.

Mediterranean-Middle East Zone includes service in: Mediterranean Sea; Red Sea; Arabian Sea; or Indian Ocean (West of 80° East Longitude.)

Pacific Zone includes service in: North or South Pacific Ocean; Indian Ocean (East of 80° East Longitude).

COMBAT BAR—COMBAT BAR WITH STAR

Awarded for service in a ship which—at ANY TIME—of such service was directly attacked or damaged by an INSTRUMENTALITY OF WAR. In cases of ABANDONMENT of the ship, as a result of the above, Seamen are awarded a silver star.

MARINER'S MEDAL

A recent Act of Congress has provided the Mariner's Medal to be awarded to the officers and men of the United States Merchant Marine who have been wounded as a result of enemy action. It is to the Merchant Marine what the Order of the Purple Heart is to the Army and Navy. In order that no worthy case may be overlooked, personal applications are invited, but it must be borne in mind that this is an award which is made only after careful consideration of the extent of the injury and the circumstances under which the injury was incurred. Unfortunately, official records are not always sufficiently complete to make a just determination of an individual case, and therefore an application should be accompanied by hospital discharges or other evidence of medical treatment which would indicate that the injury was directly connected with enemy action, and to a sufficient degree for consideration of an award.



For Immediate Attention

Hawk Exposes Shipowners' Sabotage

Working Rules Can Not Be Sabotaged

Following are the Union's comments with respect to the brief on behalf of the employers submitted by their counsel at War Labor Board hearing of July 19, 1945, with regard to wage dispute in the above case numbers with respect to the matter of wages in dispute.

On page two of the companies' brief, the companies charge the Union with refusing to negotiate on the companies' proposals re changes in working rules. That part is true. However, the companies neglect to state that they also refused to negotiate on the Union's proposals re increases in wages, a fact which can be verified by the reports of Commissioner W. C. Liller to the Director of the United States Conciliation Service of the Dept. of Labor.

The reasons that the Union refused to negotiate are set forth in its Exhibits and Statements contained in the verbatim transcript of public hearing held by the War Shipping Panel of the National War Labor Board on December 12, 1944, in Washington, D. C.

Regardless of the interpretation by Admiral Emory S. Land of the "Statement of Policy," which the chairman of the Panel predicated his decision upon, the provisions pertaining to the freezing of the agreements held by the Union are explicit therein. These provisions were agreed to and signed only by the Union because it was requested that the Union assist in avoiding chaos in the industry which would undoubtedly hamper the war effort. The "Statement of Policy" was further given as a guarantee to the Union that working conditions in its collective bargaining agreements would not be reduced, as shown in the "Statement of Policy's" first sub-title, which reads: "I. Existing Collective Bargaining Agreements to Stand." Such guar-

Warns End Of The No Strike Pledge

The membership of the Union feels that, under the terms of the "Statement of Policy," some of the working conditions of their existing agreements are not as desirable as could be obtained. However, since the companies evidence a desire to lower the working conditions that were negotiated through collective bargaining processes during peace-time by utilizing the War Labor Board or any other Government agency or the war, the Union feels that when its members are so advised they will resort to the legal means of taking a strike vote under the terms of the Smith-Connally Act, since the breaking of the "Statement of Policy" by any Government agency will release the seamen from their adherence to the "No Strike Pledge."

It is further pointed out that all companies are acting as "general agents" of the War Shipping Administration, whether they are operating their own owned vessels or chartered bottoms, and have consistently used the excuse that the War Shipping Administration must pass upon all working conditions before they are put into effect. As "general agents" of the War Shipping Administration they are bound by the "Statement of Policy."

The case before the Board is solely one of wages, and the working conditions do not enter into the matter, since such working conditions continued in effect and existed prior to and during the highest peak of the monthly take home wage.

Counsel for the companies, A. V. Cherbonnier, admits on page two of his "Brief on Behalf of Employers" that he

anted was given to the Union in return for the Union's surrender of recourse to economic action and adhering to the "No Strike Pledge."

It appeared at that time that it was no time for a display of economic action on the part of either the Union or the employers as general agents for the War Shipping Administration, since the war effort would be endangered. Thus, the conditions of employment and working rules of the Union's agreements were frozen. However, the amendment to the "Statement of Policy" recognized that the cost of living would surely fluctuate under a war-time economy and provisions were made so that the terms of wages could be opened up for revision, without disturbing the rest of the agreements held by the Union and the companies involved in this dispute.

Union's Exhibit "B" titled "Statement of Policy" which was submitted as evidence of the Union's contention to the War Shipping Panel at the December 12, 1944 hearing, is here again submitted. Any Government agency that allows any departure from the terms of the "Statement of Policy," the first sub-title of which the Union repeats, states: "I. Existing Collective Bargaining Agreements to Stand"—which allows any reduction in working conditions that were negotiated through collective bargaining processes prior to U.S. entry into the war—is as much as breaking the "Statement of Policy," which was entered into in good faith, and surely will release the Union from adhering to the "No Strike Pledge." Such departures will create the chaos in the industry which was the primary factor that the Union and the Government sought to avoid; for the seamen expect the Government to live up to its agreement.

was notified by the Department of Labor and the War Labor Board that the dispute involved "working conditions and wages," and that a Public Hearing would be held by the War Shipping Panel regarding these cases on December 12, 1944. Mr. Cherbonnier, in his brief then proceeds to misrepresent and distort the true facts when he states in part, on page two:

"The Panel Chairman seemed conscious that the main question was * * * whether or not the issue of working conditions is appropriately an issue in this case * * *. (Page 44 of the transcript of the hearing held 12 December, 1944), because he permitted arguments by the Company and the Union on the question, yet the Chairman refused to rule on the issue at the hearing." (Union's underscoring in emphasis).

However, other portions of the transcript expose Counsel's patent falsehood, for on pages 112 to 118 Mr. Chalmers, Chairman of the Panel states in part:

"* * * supplementary briefs may be filed by both parties on any and all of the issues that have been submitted to the Panel.

"It would be well for me to add that it is the present position of the Panel that after those briefs have been submitted they will be duly considered in the usual course in an executive session of the Panel, and recommendations formulated which will be transmitted to the Board. These recommendations will, in the first place, deal with the wage proposals which have been submitted by the Union. Our

submission to the Board will also summarize our find of fact on the issue of whether the contracts can be opened as far as working conditions are concerned, with the understanding that the War Labor Board will make its own determination as to whether or not under the contracts the working conditions are open for consideration.

"The Panel will also expect to make recommendations on the proposals of the employers for changes in the working rules, with the specific understanding that they will only be considered by the Board if the Board has decided that the contracts are open under the terms of the contracts and

under the action of the two parties within the contracts."

In explaining the procedure in submitting briefs the transcript shows that the Chairman was quite explicit: (Page 113):

Mr. Chalmers: Our usual procedure is to allow 14 days, after the time when the record has been sent to the parties, for the submission of supplementary briefs, of course with the understanding that the supplementary briefs should be exchanged between the parties at the same time they are sent on to the Board. Now, unless there is some special reason why 14 days is too short a time—

Slippery Tactics Of The Operators

Mr. Hawk: As far as the Union is concerned, the Union objects to that procedure. Here the Union comes in with its case with briefs. Its whole position is outlined in its brief. The Company comes in here with nothing. They don't even come in here with counter-proposals, and now you are going to allow the Company to go out and predicate their counter-proposals or their counter-argument on our brief? What kind of business is that?

Mr. Chalmers: It is the regulation of the War Labor Board, and I think it is founded on a stipulation in the Act. In any event, it is a regulation of the Board.

Mr. Hawk: But where is the Company's statement and their position? They are supposed to submit a brief to us in the first instance.

Mr. Cherbonnier: We did.

Mr. Hawk: There has been no brief submitted to us. You haven't exchanged even your proposals with us. You haven't even got a copy for the Panel. You come in here with one copy of the proposals.

Mr. Chalmers: Well, I repeat that the two parties under the law and the Board regulations are free to submit to the Panel, exchanging between themselves at the same time, supplementary briefs on the questions that have been opened at the hearing.

Mr. Cherbonnier: 14 days after receipt of the record is quite ample for the Company, sir.

Mr. Chalmers: All right." (All underscoring are the Union's emphasis).

With respect to the foregoing the Union points out that at this late date, many, many months after the receipt of the record, the Union is still waiting receipt of brief from the companies. (page 114). As well as that it is shown on page 110 that the Union has complied with the regulations of the Board by bringing in briefs while the companies have not as shown as follows:

Mr. Chalmers: All I am asking is whether or not there is any additional evidence that it is desired to submit

into the hearing in connection with any issue, any aspect of the Waterman Steamship Company case. I understand Mr. Cherbonnier's position to be that there may be additional evidence which he may desire to submit after there has been a determination on the question of whether or not the working conditions are open. Is that correct?"

Mr. Cherbonnier: Correct, sir. We don't wish to introduce that until that first decision is made.

Mr. Hawk: Mr. Chairman, there has been numerous communications exchanged between the union and the War Labor Board. The Company was fully aware of what they are up against when they come down here. They got a high-powered attorney here that they took out of the Army to handle this case.

"Now, the union has complied and is trying to do what is right by the panel's procedure. We have spent all kinds of time and money preparing what the board desires, with full knowledge that these cases would be heard in consecutive order. Now, we have complied with the rulings of the board, and I don't think that any consideration should be given to a company to introduce this or that when they haven't even made an attempt to play the game on the square."

In addition to this it is shown on pages 66, 70, 74 and 75 of the same transcript the Counsel for the companies evaded the exchange of briefs with the Union in statements by Counsel himself as well as others.

(The above quotations also clearly expose the untruth of Counsel's contention on page three of his "Brief on Behalf of Employers" presented at War Labor Board Hearing July 19th and 20, 1945 that:

"No evidence was offered by either Union or the company to justify the propriety of their respective demands and proposals." For such was clearly presented by the Union).

Panel Agrees To Consider Conditions

As to the ruling of the Panel, this is shown in the following extracts from the transcript from pages 115 to 118 inclusive:

Mr. Kiggins (Industry member of the Panel): Mr. Chairman, did I understand you correctly that in submitting the case to the War Labor Board Panel, when it receives a determination from the War Labor Board on the question of whether or not agreements had been opened up as to working conditions, will so inform the interested parties in order that then after that has been ruled on by the War Labor Board and they know the War Labor

Board's position that they will have the opportunity to submit briefs?"

Mr. Chalmers: No, Mr. Kiggins, that isn't the position that I outlined, I indicated that the Board expects the Panel to submit to the questions such as are involved in the interpretation of the agreement, and for the Board's own decision. But at the same time to submit to the Board the findings of fact and recommendations in connection with all the issues that are in dispute, so that in case the Board decides that these issues are appropriately a subject for Board determina-

(Continued on Page 8)



QUESTION: What kinds of recreation do you prefer aboard ship?

PETE DeFAZI, FWT—My favorite recreation is my hobby—training dogs. On my way to Russia on the SS Shickshinny back in '42 I bought a beautiful Spitz in Iceland and I've had him with me on many trips since then. 'till the Coast Guard beached him last trip for stealing the chief engineer's candy. He has provided a lot of entertainment for other men as well as myself. His name is Major and he's a real war veteran, including V-E day in France on the Goldsboro. I have spent many hours at sea teaching him to walk, roll over, beg and do other tricks.



BUD TOTTON, Carpenter — Books are my chief recreation on board ship, and I like magazines like the Reader's Digest, Colliers and Saturday Evening Post. No comic books for me. I like to ride a ship like the Warrior, which has a recreation room with good accommodations for reading. All the ships I have been on have had good libraries furnished by the Merchant Marine Library Association and we should help them by taking good care of these books. The deck delegate on the Warrior had charge of the ship's library and collected the books at the end of the trip, turning them in for a new set of books. On the Robert Frost, the mate had built a set of bookshelves for the ship's library.



RICHARD BOYLER, FWT—I like exercise and that's what I miss on board ship, but I make up for it by taking an exercise outfit with me on every ship. The whole outfit costs only six bucks and it makes up for the lack of exercise. On the City of Montgomery everyone used my spring tension devices and several of the other boys bought them too. Hobbies are good recreation. On the Montgomery the Purser spent his spare time making very clever picture frames, which he sold. Another man made model planes. I hope to get a weight-lifting set for my next ship, as I find this kind of exercise is very good for use at sea. On the Robin Sherwood the Army had movies twice a day and this certainly was appreciated by all hands.



LEO WALKER, FWT—On the SS Wacosta we played cards a great deal. There weren't gambling men on board so we played "500" mostly, with some games lasting several days. A radio in the recreation room helped to pass the time away, with music and news broadcasts that mean a lot when you have been at sea for a while. On the Alcoa Cutter the whole crew seemed to be musical. Many of the boys had French harps and we used to sit on deck at night singing songs. I like to get on a ship where some one has an accordion or a guitar. The trip seems to be more fun and everyone is in a better mood. I read "The Sun Is My Undoing" on the last trip and it took me most of my spare time.



Seamen Under Army Jurisdiction

By J. P. SHULER

NEW YORK—We had a case that came up several months ago where one of our members was court-martialed by the Army in Belgium for an offense committed on a ship. This brought up the question as to whether civilians could be court-martialed by the United States Army. Checking on this, we find that there is an act that states that any person or persons traveling with military personnel are subject to a court-martial by the United States Army.

So seamen can be prosecuted or persecuted under most any status that arises. If he got drunk on the street, he is a civilian; if he doesn't like the way the skipper combs his hair on the ship, he is in the Coast Guard; and if he gets too rough with some of his shipmates, he finds himself before an Army court-martial as did this member. He received five

years for the offense he committed.

There are some skippers who have not hesitated to use any of these agencies to "get" seamen whom they do not like.

A while back, we had a member who had already signed on articles, but the man was efficient and did his work and the captain had no excuse to fire him. So he put Coast Guard charges

against him and could have well deprived the man of his livelihood for 6 months just in order to save the company the price of cook's wages for one month.

Most of the seamen are beginning to realize that they can no longer act as seamen have always acted. There was a time you could get drunk in port or say damn on the ship without losing your papers, but now the Hooligan Navy has stepped in and we must all attend chapel services in order to be good seamen.

What's worse, the Coast Guard is making a strong bid to hold the Merchant Marine in its jurisdiction after the war. They have been recommended by several maritime unions who used them to do their dirty work. So, it is well for all seamen to watch their step and not to do anything that could possibly make the Coast Guard set-up after the war a permanent one.

Attention Members!

When paying dues, assessments, fines, donations or any monies to the union, make sure that you pay it to an authorized representative and that you get an official receipt. No matter how much or how little you pay, follow this procedure for your own protection.

WITH THE SIU IN CANADA



By HUGH MURPHY

The first issue of our paper, *The Pacific Seafarer* is another step in our steady progress toward the ultimate organization of all seamen in Canada into the Seafarers International Union of North America.

Since receiving our Branch Charter, which brings us closer into conformity with the rest of our International organization, it is fitting that our medium of expression should likewise be altered to conform with our publication, the *Seafarers Log*. We sincerely hope that the *Pacific Seafarer* will meet with the approval of all our members and can definitely assure them that it is dedicated to give them truthful and unbiased reports on all matters of interest to seamen, particularly our own membership.

All members can, and should, take an active interest in their paper, and should write letters, or articles of interest for publication. The expression of ideas by the rank and file members through the columns of our paper can, and will make a success of the *Pacific Seafarer*.

SIU ONLY BONA-FIDE SEAMEN'S UNION

Since the revocation of their Charter by the Seafarers International Union of North America, the Canadian Seamen's Union has engaged in dual union activities in Canada. Their disruptive tactics in the seamen's field makes the struggle of the seamen for better conditions much harder, and hampers the work of the SIU in obtaining a decent standard of living. However, the seamen are becoming aware of this, and are flocking to the SIU every day. CSU activities, as well as the activities of Pat Sullivan, President of the CSU in using his office as Secretary of the Trades and Labor Congress of Canada to further this dual unionism among the seamen of Canada, is scored by the American Federation of La-

bor in a resolution adopted at the last convention of the AFL. A communication from the President of the American Federation of Labor, to Mr. Percy R. Bengough, President of the Trades and Labor Congress of Canada, reads as follows:

Dear Sir and Brother:

I enclose a copy of a resolution which was unanimously adopted by the last convention of the American Federation of Labor.

Please note the recommendation of the convention that the Trades and Labor Congress of Canada and its affiliated organizations be called upon to cease recognizing the dual Seamen's Union in Canada, and to recognize only the Seafarers' International Union of North America.

I sincerely hope you may find it possible to carry out the decision of the American Federation of Labor convention as set forth in this resolution.

Fraternally yours,
(Sgd. WM. GREEN)
President,

THE RESOLUTION

"From Official Printed Proceedings, American Federation of Labor Convention, New Orleans, Louisiana, November 1944. Resolution No. 152.

Whereas, The Seafarers' International Union of North America has been granted jurisdiction over Seamen and Fishermen in all waters of North America and Canada by the American Federation of Labor, and

Whereas, The Seafarers' International in its organizing activities admitted to its affiliation the Canadian Seamen's Union upon their request, and

Whereas, This union has refused to live up to the principles

and policies of the Seafarers' International Union of North America, and as a result at the Convention of the Seafarers' International Union it instructed the Executive Board of the Seafarers' International Union to revoke the charter of the Canadian Seamen's Union, and

Whereas, This Canadian Seamen's Union is at the present time engaged in dual organizing in Canada and its President, Mr. Pat Sullivan, in his capacity as the Secretary of the Trades and Labor Congress of Canada, affiliated with the American Federation of Labor has been using his said office to foster this dual Seamen's movement in Canada, and particularly in British Columbia, where they have openly joined hands with the CIO dual organization, and are attempting to infringe on the jurisdiction of the British Columbia Seamen's Union, a bona fide labor organization, chartered and affiliated to the Seafarers' International Union of North America, therefore, be it

Resolved, That the convention hereby go on record requesting the officials of the American Federation of Labor to notify the Trades and Labor Congress of Canada and its affiliates, including the Labor Councils of Canada to cease recognizing this dual Seamen's Union fostered by the Canadian Seamen's Union and to recognize only the Seafarers' International Union of North America, and its affiliates."

As stated in the above resolution the "Canadian Seamen's Union" has no jurisdiction over the Seamen in Canada and is engaged in cross purposes with the only recognized Seamen's Union in Canada, the

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA.



SHIPS' MINUTES AND NEWS

Frederick Ives Back From Naples

"The cleanest ship I ever rode" is the opinion of Duke "Red" Hall, Cook and Baker on the SS Frederick E. Ives, Overlakes Liberty which pulled in last week from a Mediterranean trip.

Beefs were settled as they came up during the voyage to the satisfaction of all hands, and when this ship paid off there was almost no disputes left for the Patrolmen.

Naples, according to Hall, is a good town now, with the curfew extended from seven to eleven, and the MPs not so anxious to protect the seamen's morals, or so eager to fine them for being caught in the wrong places. The trip was like canal boating, the crew reported, with the Atlantic like a mill pond all the way over and all the way back.

The Ives was, reportedly, the first Liberty to come back directly from Naples, as most of the ships calling there are being loaded with equipment and sent directly to the Pacific via the Panama canal.

The crew complimented Steward Joe Maltais and Chief Cook Earl Morey for doing a good job on this trip.

SS OREMAR

Because he was absent "without permission" for one day in the port of Swansea, Wales, Brother Sidney Rothman became fresh meat for the Coast Guard, who licked their chops over this terrible infraction of discipline on an eight month's voyage and suspended his papers for thirty days.

The Chief on this ship, the SS Oremar, made the proposition to Rothman that if he would give up eight hours overtime, or the equivalent of a day's log, the Coast Guard charges would be dropped. Rothman agreed, but the Chief forgot about the deal and Brother Sidney took it on the chin.

SS WM. M. EVARTS

The crew of the William M. Everts voted unanimously at a meeting held aboard that ship in Baltimore on July 26 not to sign articles for the voyage unless a new ice box was installed in the crew's mess. They also protested the removal by the company of the master and the Steward.

A copy of the resolutions was forwarded to the New York hall by Harold Paquette, chairman of the meeting; Frobert Cartwright, deck delegate; Edward Burnett, engine delegate; and A. C. Viperman steward department delegate.

Monkeys Take Over, Have Run Of SS Hart Crane

The crew of the Alcoa Liberty, Hart Crane, is all for signing on Frank Buck if the ship makes another trip to East Africa. It will keep the mate from having a nervous breakdown, they say and will save wear and tear on the A.B.s.

On the return voyage of a four months' trip which included calls at Dar Es Salaam, Mombassa, Durban, Lorenzo Marks and Beira, the Crane brought back a deck load of monkeys consigned to the States for experimental purposes.

Although the mate and the old man conducted several investigations to discover who unlocked the monkey cages every night, they never had much success, with the result that the scampering simians had the run of the ship.

According to Stanley Cooper, Chief Cook, Bosun Morgan led his men on a regular morning monkey hunt, trying to collect strays who wandered into the rigging during the night. Their favorite roost was on the mast heads, so the deck hands got plenty of exercise crawling up the masts to coax the simians down.

The monkeys also liked to scamper in and out of port holes, with a preference for the officers' cabins. The old man yelled himself hoarse for the standby to "catch those damn monkeys."

On the way home the Crane ran out of meat, and the crew is still wondering if two missing monkeys didn't end up in Steward Louis Corni's ragouts.

This trip of the Crane, during which she brought back chro-

SS JOHN QUITMAN

Good work by the ship's delegates brought the SS John Quitman, Waterman Liberty, into the port of New York last week without a beef in any department. Four trip card men aboard took out books.

The mate, according to the crew, was bottle happy during the entire trip and was so stiff at the payoff that he didn't know what overtime was. Prisoners of war brought to the states on this ship were used for painting and chipping; which will turn out to be an expensive maintenance policy for Waterman, as the deck hands entered overtime for the time these prisoners were turned to on ship's work.

JONATHAN GROUT

Brothers Nathan Edmonson, Deck Maintenance, and Bill Bennett, AB, were among the crew that had to leave the SS Jonathan Grout last week when the Army decided to convert all holds of this Mississippi Liberty into troop quarters. All hands were sorry to leave this ship, which has a good skipper and chief.

mium ore, is reputedly a guinea pig run for Calmar to this part of the African coast, and may result in steady service to Mombassa.

Delegates for the trip were McCarty, AB; Blackie Greiger, Oiler; and George Alcott, Messman.

SS NEGLEY COCHRAN

"Be it ever so humble there's no place like home" was the motto on a sign in the messroom of the SS Negley Cochran, Smith and Johnson Liberty which pulled in recently from a run to Europe. But, according to the crew, it wasn't too much of a home, what with a steady diet all the way back of cabbage, spinach and saurkraut. For a change they had tripe.

What stores the Cochran had were taken off in France, even the dried beans, which is always the last resort of even a hungry ship, and the Cochran's crew came home dreaming of hitting a steak house right after the payoff.

Delegates for the trip were James Thompson, BR; Paul Hetzer, AB; and C. J. Smith, FWT.

CITY OF SAVANNAH

The City of Savannah, built 38 years ago for the coastwise passenger trade, has made its last run for Waterman, having been sold, along with the City of Montgomery, to the Grace Line for their South American business. For the past year the Savannah has been running to Caribbean ports for sugar.

Despite her age, this old scow had one of the smoothest engines to be found on any ship, and was a favorite of oilers who like to ride up and down jobs.

Among the crew making the last trip on the Savannah was Edgar LaBadie, Third Cook.



REGINALD KING .



Back from Le Havre, France, on the SS Bienville, Waterman troop ship, P. J. McCann (left) and Frank Brainard report a very pleasant trip. The Bienville was the first ship Brother Brainard rode that had moving pictures, which helped make the voyage pleasant.

SS Kenmar Proves Training Of Delegates Necessary

The old SS Kenmar of the Calmar Line kept several patrolmen busy when she paid off last week after eight and a half months abroad, during which time she was on the shuttle service around the channel ports.

With only eight full book men in the entire crew, the scow came in with many beefs that could have been settled at sea, thus demonstrating the need for concerted delegate training and educational work to carry the Seafarers' story to new men riding our ships.

Doing their best to handle the beefs that started from the time the ship left port were delegates Richard Keyser, AB and Richard Carlson, Deck Engineer. No delegate was elected for the steward department, and this lack of a representative for the belly robbers gave Patrolmen Fisher and Hart plenty of headaches at the payoff.

Poor food was the unanimous complaint of all hands. Like many ships that are stocked for a quick trans-Atlantic run and then get stuck for shuttle trips, things got

so bad on the Kenmar that the crew drew up a petition which they presented to the American consul at Cardiff. This resulted for a time in better chow. On the way home, however, the Kenmar ran out of eggs, flour and milk when only a week out of England.

During seven months overseas the Kenmar made shuttle runs to Rouen, Le Havre, and Ghent. Several times the ship narrowly missed floating mines and, on one trip across the channel, was saved from possible disaster by a Liberty which cut in front of them and was sunk by a mine directly in the Kenmar's path.

Crew Of SS Poe Visits Germany

Delegates Larry Noel, AB, Tom McCreer, Deck Engineer; and Jack Garson, Cook, write that the John P. Poe has just completed "a very interesting trip without a fight but with plenty of fun."

Wrote the delegates: "Some of the fellows took time off to visit Germany, where they find nice women and plenty of them. Some of the boys also took a trip into France but weren't much impressed. Best part of the trip was the last month down at the Leonardo Navy pier in New Jersey. It is nothing more than a concentration camp. The marines figure that any merchant seaman is a suspicious stiff right off the bat. They locked up one of our messmen for fishing off the pier."

The three men who toured Germany shortly after V-E day were Brothers Lawrence Noel, John Hulback, and Jack Jones. Hitchhiking in army trucks, the men were guests of GIs on a 1000 mile trip to Cologne, Coblenz, Frankfurt, and Liege in Belgium.

"The Happiest Bunch"

The William B. Giles, converted Mississippi Liberty, is back from Leghorne, Italy, carrying what Bosun Reginald King called the "happiest bunch of men" he ever saw. The troops comprised the 12th Air Force, home for a well deserved rest before being reassigned.

The Giles, according to Brother King, was a very good ship, with a good, cooperative crew.

THE MEMBERSHIP SPEAKS



Defends Stewards Against Unjust Charges Of Members

I have seen so many stewards being brought up on charges in meetings that I wonder if there are any stewards left who aren't in the 99-year club, or who haven't been dropped down to Second Cook or Galley Boy.

You fellows who are always quick to yell about "bum steward" consider a few facts. In the first place, the Steward has the toughest job on the ship. Why? Because he gets too many independent characters in his department who are there to make easy money or dodge the draft, and they won't cooperate. In fact some of them take the attitude "to hell with you." If the Steward lowers the boom on these bums, some enterprising sea lawyer will stir up the crew and high pressure them into signing charges against the Steward.

I was on a ship recently where the Steward took a Mess Boy to the old man because the Mess Boy acted like he was Steward, captain and grand admiral of the fleet. Instead of letting the Steward discipline this obnoxious character, the engine room delegate (of all people) circulated charges against the Steward. Fortunately, there were some level-headed men on board who told this delegate off.

The Steward is in a tough position for another reason. He is not an officer and the unlicensed men don't consider him one of the crew. He is an unidentified being placed somewhere between heaven and hell. He has responsibilities but no authority. He can ask for supplies but he can't give anyone hell if they aren't put on board.

Things have got so bad that I know one former Steward who is sailing as Cook, because he is afraid to ship Steward for fear

Calls Delegates School Good Idea

I notice that you are starting a delegate's school. This is a very good idea.

Quite a few men on the ships now, especially new men, have no idea of what a union is or how it came into being. I think all of them would take out books at the end of a trip if they were told something about maritime unionism, its history, and its significance. In this way, a delegate's school will do a good job if part of the instruction deals with the history of the shipping industry before the seamen organized for better conditions.

A school will also make the delegates better able to represent the crew in disputes. They will know the contracts better, and be able to talk up to some of these wise-guy officers who think sailors are just a bunch of stumble bums.

ROBERT HUTTON, AB

some wise sea lawyers will bring him up on charges and he will lose his book. As he is an old union man, this means something to him.

Why don't they bring ordinaries up on charges for not cleaning the heads? Or oilers for burning up a bearing?

Why? Because the men don't give a damn what happens on board 'till it starts to effect their stomach. And then, watch out, Steward.

J. M. FASSETT, AB

Problems Must Be Solved Before Union Can Act

Do I hear the echoing rumbles of 1941 amid the rank and file? Our leaders at that time accomplished, through concerted action, our objective—a slight increase in the take-home money.

We must muffle these rumbings at this time and look at our wage problem from a different viewpoint. Let us consider the solidarity and unity of our seafaring men. Is there complete unity? Is there complete harmony? In our own house, yes, but what of the people next door who will steal our bread and butter when we go visiting, or if we showed any degree of laxity. Let us not forget also the small army of schoolboys, reared by the Maritime Commission to plug the SIU gaps almost as quickly as they are made. These youngsters know nothing of our feud with the shipowners, the WLB or the WSA.

In my opinion, and judging from the unfavorable decisions rendered by these agencies, it would suit our interest best by waiting until these agencies, detrimental to our welfare, are defunct. Meanwhile it will be to our advantage to reach the rank and file seamen, including the NMU and the NMU leaders through pamphlets and leaflets for joint discussions of wage problems.

At some future time we could have a meeting and point out to the rank and file of the NMU the policies of their leaders and the error of their ways, comparing their agreements, contracts and conditions with ours. All of this in case their leaders fail to cooperate with us for our common good in the post war future.

If all this turns out to be of no avail then we have just lost some money, but we have at least found out where we stand in regard to the loyalty or disloyalty to all seamen.

ALEXANDER FAGURI,
Chief Cook

More Comments On The Log

I think that the new feature, "Week's News in Review", is a good idea, especially since the Log is being sent out to all ships. It will tell them a lot of things they wouldn't know otherwise. In addition, most of us are very much interested in sports, and once out of this country we have no other way of getting the information on standings, averages, etc. The only criticism I have is that the Log could be bigger.

W. R. KIGER.

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In my opinion our Log is one of the finest union papers going. I think we could devote another page or two to the sports, and the feature, "The Membership Speaks." Above all, never go back to the old small size.

GEORGE H. KOCH.

I think the review of the week's news is very good, but I do think you ought to give more than one page to it, with more current events and sports news.

CHARLES PATRICK.

~ ~ ~ ~

This new and larger issue is just the thing. Together with the new building, it shows we are growing up. Only one thing is wrong: I believe that each port should be required to be represented each week. Otherwise, everything is fine—just what we needed.

VINCENT WALRATH.

HARD FACTS PUT THEM WISE

On a recent trip I met several members of the NMU in a gin mill in Glasgow. Pretty soon the conversation turned to unionism. These lads were typical of the misinformed youth who compose such a large part of the rank and file of the NMU, since the union's communist leadership began its policy of extermination against the oldtimers who built the NMU.

Like a bunch of parrots, these kids went through the old familiar routine of lies that we have all heard a hundred times: first that Carney, Innes and other shipowner stooges (and all former NMU officials) were now members and officials of the SIU. Of course, it wasn't hard to set the boys right about this lie and also to assure them that we branded these birds as n.f.g. long before the NMU took any action against them. We also told the boys that Curran and his crew of Moscow termites are also enjoying a prominent spot on our n.f.g. list.

These lads were also singing the old NMU tune about the SIU being a shipowners' union be-

cause we had the best contracts. It only required a few minutes of logical reasoning to show the lads how silly this argument is. Of course, we have the best contracts, but anyone knows the shipowners don't give away good contracts. We did the fighting for better conditions.

All in all, the night's work was finished with these NMU boys knowing the score and doing some real thinking about the phony propoganda line they are given to swallow.

The point I want to make is this: If we all talk to the NMU rank and file wherever we meet them, we will be able to set these men straight on the Communist line of the NMU, and we will be doing them a distinct service, for most of them are good American seamen.

WILLIAM W. HANOLD,
Steward

Praise Agent's Thoughtfulness

This letter is to let you and all the members know that the Galveston agent, Dolar Stone, is really on the job.

Brother Stone not only had arrangements made for us but he met us at the train and took us to our rooms. So I think that was mighty nice of him, because everyone knows how hard it is these days to get into a strange town and get decent hotel accommodations.

Any of you other boys, who are sent this way to ship out will find the same cooperation from Agent Stone. We would like this published in the Log so all the members can know how well you get treated down here.

JAMES POPE
RICHARD B. JONES

Free Riders Ruin Own Future

It gives me a laugh how a lot of WSA characters are riding SIU ships for their first trip and then deciding they don't have to take out a book when they get back. Not that we give a damn, but it makes us wonder what kind of a line these people are handed at the War Shipping before they shoulder their sea bags and come down to the SIU for a trip card.

Some of them even go so far as to say, "Why should we take out a book when we can go to the WSA to ship out again?" What do they do, try a different union ship until they run out of unions then ship out with Standard Oil? After that they must go on the coastwise barges or head back to the farm.

JOE ALGINA

Completes 104th Safe Voyage

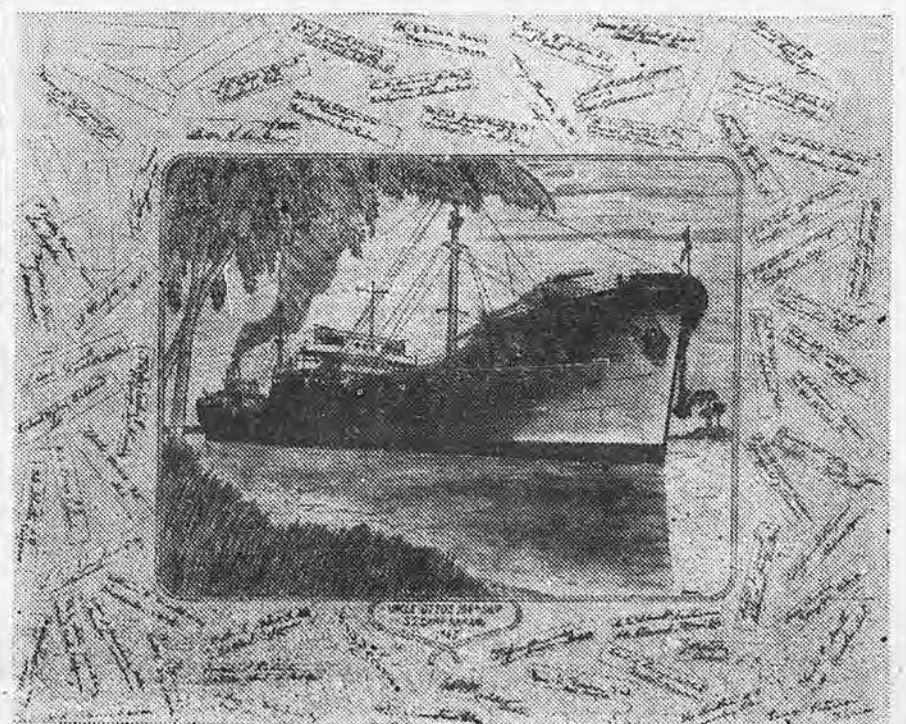
I have received the Log that I asked for, but please put me on the mailing list to receive it regularly, as there are many new seamen in the neighborhood of Daytona Beach and Port Orange. I find that the Log is an excellent way to reach unorganized seamen and teach them something about unionism.

I have just finished my 104th voyage to help win the War for Freedom. Enclosed is a copy of the drawing of my last ship, autographed by all members of the crew. I have been ill, but will return to sea very shortly.

Greetings to all of my friends and brothers.

"LUCKY" UNCLE OTTO
(OTTO PAUL PREUSSLER)

LUCKY UNCLE OTTO'S 104TH SHIP



Hawk Exposes Shipowners' Sabotage

(Continued from Page 4)

tion, the Board will have the evidence and recommendations available to it to proceed immediately to the consideration of those issues that were previously in dispute.

"Consequently, I was indicating that the Panel will expect in its submission to the Board to submit not only the question, not only its recommendations on wages and kindred matters, and not only submit for the Board's consideration the question of whether or not working rules are open for consideration, but also recommendations on those working rules in case, for the Board to use in case the Board decides that working rules are appropriately open for its consideration.

"Mr. Kiggins: Well, I'd like to ask the employers' representatives if that procedure is satisfactory to them.

"Mr. Cherbonnier: Well, as I understand it, it is we are to submit, after a receipt of the record, a brief which will set forth the Company's position regarding the right to have working conditions in toto considered. That will be submitted, and the Board will pass on it, and if the Board says that the working conditions shall not be considered, obviously they won't be considered. If the working conditions are to be considered then it would seem to me that they will have to go on this record, the Panel to make a recommendation, which is quite meager, or to refer the matter back to the parties to reduce the issues as small as possible, so that what can be agreed to is agreed to, and what cannot be agreed to will be submitted here for determination. As to that I am quite in accord.

"Mr. Chalmers: Mr. Cherbonnier, the Board of course can make up its own mind as to what it wants to do with the case, and the Board might decide to refer back one or two or all

issues to the parties for their further consideration.

"Mr. Cherbonnier: That's right, sir.

"Mr. Chalmers: I am not prejudging what the Board will do.

"What I have indicated is as far as the Panel is concerned, the Panel will present to the Board not only the issue of wages and not only the issue of whether working conditions are open, but at the same time will present also to the Board its recommendations, facts and recommendations, concerning changes in working rules, so that the Board will be free, if it so desires, to move on to its own final determination of changes in working rules at the same time.

"Mr. Cherbonnier: I understand that. I just assume—and if I am not correct I'd like to be corrected—that if the Board felt a better job can be done, that it will be more expeditious to refer the matter back—the Panel itself might refer it back."

The foregoing quotations, many of which are Counsel's own statements from the record, effectively expose his own misrepresentation of fact and distortion of truth in his "Brief on Behalf of Employers." However, to continue with his "brief" on pages 5 and 6 under the heading of "Issues to be Resolved by This Board" Counsel seeks to pose a series of hypothetical and technical questions phrased in the "Do you still beat your wife?" style for the Board to answer.

Such questions are an attempt to sow confusion and confound the Board; questions designed to becloud the fact that the only issue before the Board is the question of wages. Thus, it is apparent that the companies are not content with flouting the Board's authority, not content with non-exchange of briefs, they would have the Board give aid to the companies' counsel's scheming and conning. As well as this the companies

are also laying a basis for the companies' future contention that the Board erred: For working conditions in all agreements vary from company to company.

The companies, therefore, are seeking to use, instruct and direct the War Labor Board to rule that the Union should go back into negotiations to change these agreements which the Union negotiated through collective bargaining processes during peacetime. The Union asserts that working conditions are not part of this dispute and that this is not the time for any working conditions to be lowered.

The public hearing before the National War Labor Board of July 19th and 20th, 1945 was called to hear testimony on the wage issue involved. Since the decision of this Board will affect all seamen, not only the seamen of the Seafarers International Union of North America and the Sailors Union of the Pacific, but, for instance those of the National Maritime Union, the Marine Cooks and Stewards, and Marine Firemen, Oilers and Watertenders of the Pacific, as well as that very small minority of seamen who at present are not union members, the Union feels that in support of its contention on the issue in dispute, that no weight should be placed by the Board on those parts of the briefs, statements and exhibits of any and all companies in this dispute which imply that the cost of seamen's room and board should be figured as part of the seamen's take-home wage. The Union points out that such living conditions were furnished by the companies for their own convenience and prevailed while the seamen's take-home wages were at peak levels. Such, it is repeated by the Union, are rendered to the seamen for the convenience of the companies. In uttering such figures now the companies are attempting to inflate the actual take-home wages of the seamen with figures that

have no bearing on the fact that the seamen's take-home wages have been drastically reduced to pre-war levels.

Inasmuch as the Board deems bonuses to be a part of wages—the facts have been set forth before this Board on page 6 and thereafter in the Union's brief in this dispute now pending before it—and whereas the Board considers bonuses as wages, and it has been the policy of the Board that "No decreases in wages or salaries for any particular work may be made below the highest rate paid for this work between January 1 and September 15, 1942 without approval of the WLB," plus the fact that the Board in general only approves of decreases to correct gross inequities and to aid in effective prosecution of the war, the Union, therefore, has submitted evidence to the Board that the reduction of the seamen's bonuses which make up a part of their take-home wage will hamper and impede the war effort instead of aiding the effective prosecution of the war.

The Union believes that the War Labor Board under its policies as outlined in the Union's brief, as indicated above, has numerous and sufficient reasons to restore the seamen's loss in take-home wages by increasing the take-home wages to the point where they were in the middle of 1942, in order to eliminate the gross inequities that today exist as to the take-home wages of seamen for that comparable period, and to continue to aid in the effective prosecution of the war.

The Union requests that the Board give its most serious consideration to the comments introduced above and to the Union's brief submitted at the hearing of July 19 and 20, 1945.

Respectfully submitted

Seafarers International Union
Of North America

JOHN HAWK,
Secretary-Treasurer

Stewards Give Agent Bad Time

By DOLAR STONE

GALVESTON—Today ends a hectic week in Galveston. We had this week six T-2 tankers, two of which paid off this week with the help of New York from whom we ordered about 40 men to crew these ships up.

Had the Huntington Hill of Deacon Hill in at Texas City. Due to the fact that we could not furnish replacements for this vessel we did not pay it off. The crew cooperated with the union 100%, to the extent that they accepted a draw and took the vessel out again. Nice going, fellows.

John J. Able of Calmar Line in transit from New York was in Galveston during this week. The steward's department gave us a bad time. This ship left New York short two men in the steward's department and as soon as the vessel arrived, the steward's department closed up the galley. We immediately had them start feeding again.

Last night about ten o'clock I received a call at home that the vessel was at anchor in Bolidar Roads waiting for the chief cook, 2nd cook and two messmen to return to the ship. Sailing time had been posted during the day and these men did not return to the vessel in time, thereby causing a delay of ten hours in the ship's sailing. Brother Kilkerson and

myself made all the dives in the district trying to find these guys. And at two o'clock we gave it up as a bad job.

I understand Brother Louie Glebe, Pacific District Representative, is going to enter the bucking broncho contest in the 61st St. Rodeo. I understand that he has already purchased the full cowboy regalia, from spurs to a ten gallon hat. I also have it on good authority the L. A. tankers representatives, Stoner, Chacon, and Winings are also entering their names in this 61st St. Rodeo.

I am waiting now to get the photographs which these four horsemen have taken so that I can print them in the West Coast Sailor and the Seafarers Log.

Four more tankers are due in Galveston between now and the 25th of the month. Pumpman, Electricians, Quartermasters, ABs, attention: How about coming on down to Galveston and getting some of this beach sand between your toes while waiting for these ships to arrive and crew up.



MATE WITH IDEAS

By GEORGE W. THOMAS

MOBILE — Shipping continues to be very good, with many jobs still having to be filled from other branches. At the present time the greatest need is for ABs, Pumpmen, Electricians, and Cooks. The SS Unaco arrived yesterday from down Bud Ray's way and, as usual, she had a clean payoff with only a couple of overtime beefs which were settled. Our big headache also arrived, the SS Colabee and, as always, she was loaded with beefs.

Captain Foster had disputed an hour's overtime for an AB who was ordered by the second mate to go make him a fresh pot of coffee and serve it to him on the bridge. Neira managed to get this hour paid to the man involved.

This second mate had a habit of being paged for every meal, and had to be called two or three times, and at every meal he would wait until two minutes before the meal hour was over and then demand to be served.

These men in the Steward's Department should have written up an hour's overtime for each meal served, and then we would have been able to collect this money for them. We hope in the future that in any cases of this kind, the members will please turn this overtime in and let it be thrashed out when they get to port. We hope that we will see

Trip Of Otis Hall Pays Bonus

By KEITH J. ALSOP

CHARLESTON — Paid off the SS Otis E. Hall, the American Range Line ship that has been here so long. She is crewed up and ready for another trip. Let's hope she gets back in better shape the next time.

The men that made hte last trip and paid off in Charleston with doctor slips and by mutual consent have explosive bonus and transportation money coming and can get it at the New York office. I have sent a list of the names to J. P. Shuler on the 5th floor at the New York hall. Any man that made this trip and his name is not on this list, has the same money coming. There is a chance that I did not get your name off of the ship.

Paid off the SS Powellton Seam, one of the new coal colliers that the Bull Line has. She had been out for three weeks and had only one beef, in the steward department.

The manning scale for the steward department is seven men, and that is not enough. They should have one more man, a steward utilityman, as this ship has officers' quarters midships

quite a number of new guys in the Gulf in order that we may crew these ships so that they can sail on time.

and aft and several spare rooms and baths. It is left up to the steward department to keep these quarters clean but having only seven men makes it a hard job.

In going aboard this ship I found the Bosun, Steward, and one Messman had no book, trip card or shipping slip from the dispatcher. Not being able to replace these men, I had to leave them on as the ship came in and left the same day.

I know it is a hard matter to get crews for ships, but every man on a union ship should have something to show where he came from, and from the looks of this ship some one was sleeping.

The new booklet that came out, "This Is The SIU" is a very good book. Every seaman that comes in wants two copies of this book. It shows the SIU has gained through hard work and top leadership. I think there should be a booklet put out with the title of "Before The SIU," and let some of the new members see what the SIU has really gained.



AROUND THE PORTS



A Spurt Of Activity In Tampa

By L. J. (BALDY) BOLLINGER

TAMPA—We had a busy week here crewing up two new ships, the SS Follensbee for the Bull Line, and the Eben H. Linnell for South Atlantic. We had to dig the men from the street, because the first day here I had a run-in with this bozo Black, who is the WSA stooge here in Tampa. I had to tell him off in language which a seafaring man knows, but which I cannot repeat here as this is a family newspaper.

We expect the next two weeks to be busy, too, as there are three new ships coming out of this yard. Bull Line has them all. We have only four men on the beach here, so will have a tough time filling them.

These are supposed to be the last ships built by McCloskey in Tampa, so if any of you Tampa boys payoff in other ports after August 20th, and are figuring on coming home, you better get yourselves a roundtrip ticket.

Sailor Hall blew into town last week with a pair of cowboy boots on. I told him he was the first cowboy I ever saw in Tampa, and he told me that he won them in a crap game. So now I guess there is at least one guy running around Houston barefooted.

The Worm Turns, Agent Has A Beef

By HARRY J. COLLINS

PHILADELPHIA—Evils to the right of us. Evils to the left of us. Will there never be an end to them? The latest evil in this port of not-so-much brotherly love is the Waterman Steamship Company's latest brain storm. When a ship comes in to port, the company sends one of its pencil-scratchers down from New York to go over all the overtime; and believe me, when he gets through with some of these overtime sheets, it looks like one grand mass of scratches.

This is all done in the Company's office. The union official is not given the opportunity to set in on this scratching business at all; in fact, he is not even consulted about the matter. However, at the payoff, hell breaks loose, as the biggest part of the scratched overtime turns out to be legitimate. Then the company overtime-scratcher is not to be found, as he has already gone back to New York, and the company agent is not aboard the ship to represent the company. He did send an office boy down to the ship to represent the company, but when the beefs were presented to him he politely stated that he has no authority to settle any beefs.

I, like my partner in crime here, was under the impression that the proper procedure in cases like this, when overtime is in dispute, is for the company representative and the union official to sit down and go over the disputed overtime together. But the progressive people that the Waterman Steamship Company hires seem to have different ideas. Well this is my idea, and I think that it is a good one: The next time that this happens here in this lovely city of ours, I think that we will request the presence of the Company's pencil-scratcher before the crew's payoff.

Another evil is when the union officials go to bat and collect disputed overtime, the crew collects it at the company's office a week later. I believe that every member should be instructed to collect his money right on the ship before he goes ashore, and by doing this there will be no complication later.

NOTICE FOR ALL AGENTS

If any members are laid up in the Marine Hospitals in your port, send news of them to the Log. A regular department giving news of the men in the hospitals will be printed as soon as this information starts coming in.

Not only the union brothers in the hospitals want such news, but the men on the ships want to keep track of their shipmates who are laid up. Send a weekly report.



He Grabbed His Cabbage & Ran Chesapeake Ferries

By E. S. HIGDON

NEW ORLEANS — "Somebody take my dues — somebody take my dues. Hey, girl, can't you take my dues? I've got a taxi waiting outside—I have to catch a train. Can't somebody take this money? It's three years dues and assessments. Won't somebody take my money before I leave here?"

The guy was jumping up and down.

"Okay, Okay—we'll take your money. Where's your book?" And the hooper drags out an NMU book and planks down a bank roll. Die? We thought we'd laugh. "Are you sure you're in the right union hall, mister?"

The man scratched his head, "Well, I don't know. It's been a long time since I hit New Orleans." "Well, buddy," we explained, "this is the SIU." "Ow—let me out of here," screamed the NMUer. He grabbed his cabbage and was down the stairs and gone before he could be converted. The man was just scared of heaven.

New Orleans travel by bus is at a stand still. The Teche Lines struck because five drivers were discharged as a result of a strike last May. Anyhow, all Mississippi, Alabama, Louisiana, Georgia and Florida have sad looking, bedraggled passengers waiting for a ride. Hitch-hikers along the lake highways are the usual thing.

And the hall topside is still in an uproar. The carpenter is back tearing up the floor on third, hammering and making all the damn noise he can. But where there's smoke there's fire, and when all the smoke clears, there'll be, we hope, not a lot of burned

out cinders, but a new office we can use.

And it's a good thing we have the office keeping us busy 'cause shipping is slower than usual. Ships come in and ships go out. But they are in transit, just stopping by to take a look at historic old New Orleans and to take on cargo and get fresh food and water. But do they need new crews or do they payoff — well just check our reports. New Orleans is getting the cold shoulder for breakfast, lunch and dinner.

Beef was served once, though. Louis Goffin sent us one to settle on transportation on the SS Ammermar, Mississippi SS Co., and the following men have been notified that they may call for their money:

Norman Okray, Leo L. Siarkowski, Robert N. Terrell, Edward Mayernik and George A. Thompson.

Chesapeake Ferries Landslide To SIU

By RAY WHITE

It is significant that the Chesapeake ferries with their antebellum ideas on the relationship between "Boss and servant," who for generations have maintained conditions that are disgraceful to the self-respecting merchant seaman, have been forced by a WLB election to allow their unlicensed personnel to avail themselves of the protection and guidance of the Seafarers International Union of North America as their bargaining agent. With all of the company's propaganda against us, we only lost five votes.

A close study of these conditions has been made and an agreement is being drafted that will enable these seamen to enjoy the conditions that their deep sea brothers now have. Let's go Isthmian!

Seamen's Jobs Depend On Ship Disposal Bill

By WILLIAM McKAY

BALTIMORE—The SS Latrobe has been turned over to the French Government, after having been repaired here. This is the first of the ships that will be given away under some phony deal. By the time the bureaucrats get through we will find ourselves on WPA.

The committee that was set up, composed in good part of college professors, to compile data on what would be required for postwar shipping has come to the conclusion that the U.S. will only need 868 ships. This means about

eleven million tons of shipping, which would then make us the smallest maritime power in the world.

One way to incite people to riot and disorder is to take away their livelihood. When a person goes hungry for a day or two you can then talk any kind of ism to him, and he is ready to listen.

This is where the learned gentry come in. They should not forget that we are the main bulwark today against the communists on the waterfront. The CP is now back in the old revolutionary groove again, after spend-

ing a short time in the private enterprise business, and their appeals to the workers will be on the basis of their needs. If the workingman does not get a fair deal in the postwar period, he may turn to the commies, who will promise them anything and everything.

Even Harvard professors ought to know that seamen are people.

SAVANNAH REPORTS SOME SLOW TIMES

By ARTHUR THOMPSON

SAVANNAH — Well, at long last the MV Bellringer has been heard from—only two and a half months overdue. She certainly did not live up to her name in the matter of promptness. So far only the Steward and Chief Electrician have been called for, and both were shipped thru the hall. We have enough men to man her when she comes out next week. We haven't had any other ships in and the SS Smith Victory is still in the shipyard.

Brother R. Peterman who has been in the hospital since last February is, we are happy to report, in a much better condition. We hope he will soon be fully recovered. We have some new hospital cases this week: W. O. Cunningham and Vincent San Guan. Cunningham is on his feet, so it can't be serious. San Guan just returned from Europe, so we haven't been able to contact him yet. Outside of that we have a healthy gang in Savannah.

Quite a few old timers have come home recently. Pat Ryan, Red Connors, and some of the boys who shipped out about the same time. We hope they won't have to wait too long to ship out again, but maybe as we write this a ship may be sneaking up on us.

How To Make Friends And Influence Senioritas

By BUD RAY

SAN JUAN—Things are still rolling along about the same down this way. The only change is that yours truly got lucky and hit the Bolita for \$125.00. That will just about take care of the lottery for a year.

Several of the boys who have been working over at the Transport Service for the last two and three years, and forgot where the hall was, have lost their jobs and are beginning to wander in, and when the committee puts it on them and tells them the score you should hear the weeping and moaning.

The garbage workers went out on strike when the brass hats fired the fellow who organized them, but they were successful in getting him back to work and a better contract signed. Those boys let the mess pile up and threatened to let it cover the Capitol and, man, was it a sight around here! But the odor that covered the area wasn't just exactly of roses, either.

The dock workers are threatening a strike for more money, which may come off any day now, and the longshoremen have pledged their support when the blow comes.

Sugar grinding has stopped completely, but there is still plenty to move, and as slow as business has been we should get some ships here soon. The only thing that has been in, in two weeks, is the Algic and she isn't

loading here. All hands happy on her and the men say she has good officers.

When in the Islands or anywhere Spanish is spoken, never whistle or say, Hi, Babe! to the senioritas. But if you want to go over big, here are a few phrases to use in a soft voice, results guaranteed: For a sweet young thing, Que mango tan sabroso (What a luscious mango). For the hip swinger, Como se menea el mundo, y no se cae (How the world quivers and still doesn't fall). And for an exceptional beauty, Dios te Guarde, Linda (May God watch over you Beautiful). Just a friendly greeting is, Adios Linda (Hello, Beautiful). If you like this stuff let me know, and we will continue our Spanish lessons in a lighter or more serious vein, whichever you wish.

A fellow hit the lottery for 18 grand and dropped dead. Well, one consolation is he didn't die a pauper. So you fellows with a faint heart don't play the lottery.

NO NEWS??

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

BOSTON
JACKSONVILLE
HOUSTON



Strike Dynamite Seen In WLB's Wage Plan

WASHINGTON (LPA) — Hope for some sort of relaxation of the national wage freeze rose in Washington last week as it was learned that public members of the War Labor Board have completed a program that will punch one or two small holes in the strict wartime controls.

The revision will not mean the junking of the little steel formula as demanded by all sections of organized labor nor will it come even close to the 20% increase which both CIO and AFL have asked.

The new policy, which business groups viewed with absolutely no alarm, was reported to provide for two changes: (1) Wage raises even beyond the limits of the little steel formula may be granted when the employer grants them voluntarily and where he gives assurance that he will not seek corresponding price jumps, (2) Wage raises in exceptional cases where take-home pay has been drastically cut by loss of overtime, incentive pay or by downgrading.

These recommendations have been submitted to Economic Stabilizer William H. Davis for approval. It is expected that they will be incorporated into an executive order which will be issued by President Truman some time after his return from Europe.

Optimism in labor circles, however, was not shared by employer groups and their publications. The July 27 issue of the Executive Policy Letter, published by the Research Institute of America for businessmen, stated confidently that "Contrary to press reports no flat increase will be allowed. Nor will there be an automatic formula permitting raises to compensate for lost overtime."

Employers were advised that "no attempt will be made to keep take-home pay at wartime levels." Moreover, the publication reported, WLB "is going to consider the employer's ability to pay—a factor which has received little attention up to this time." In determining ability to pay WLB may not be satisfied with reports of the company's accountants, but may investigate on its own, it was predicted.

Employers were also told that "WLB recognizes that there may be strike dynamite in this projected policy. With voluntary cases, unions will be tempted to strike to compel the employer to agree on the wage demand so that it can be submitted as a voluntary case. Unless there is a switch in WLB thinking, this is going to be a top labor problem beginning this fall."

Fringe adjustments, such as severance and vacation pay, will be allowed without WLB permission when the employer agrees and where they have been customary in the industry or area.

Labor members of the board, however, are expected to continue their fight for a much more comprehensive relaxation of the little steel formula than proposed by the public members. Both AFL and CIO have agreed that

living costs have increased more than 45% while the little steel formula permits wage hikes only up to 15% above the level of Jan. 1941. Rapidly receding take-home pay and cutback disemployment have sharply reduced many family incomes while prices have remained constant. As a result labor leaders and congressmen have warned that the nation, having licked the inflation threat, now face the menace of deflation and mass employment. Substantial raises in basic pay for millions of workers would provide the purchasing power that would greatly reduce this economic menace, they contend.

A Labor Dept's survey of hours and earnings during May, released last week, found that "Average hours worked per week for manufacturing industries declined to a level of 44.1 and weekly earnings to \$46.03." The average work-week in both the durable and nondurable goods groups was about an hour shorter than in April. Labor Dept. economists admit that there has undoubtedly been a further sharp reduction in both hours and earnings since May.

Norfolk Finds "Monkey House" Boys Can't Cut The Mustard

By BEN REES

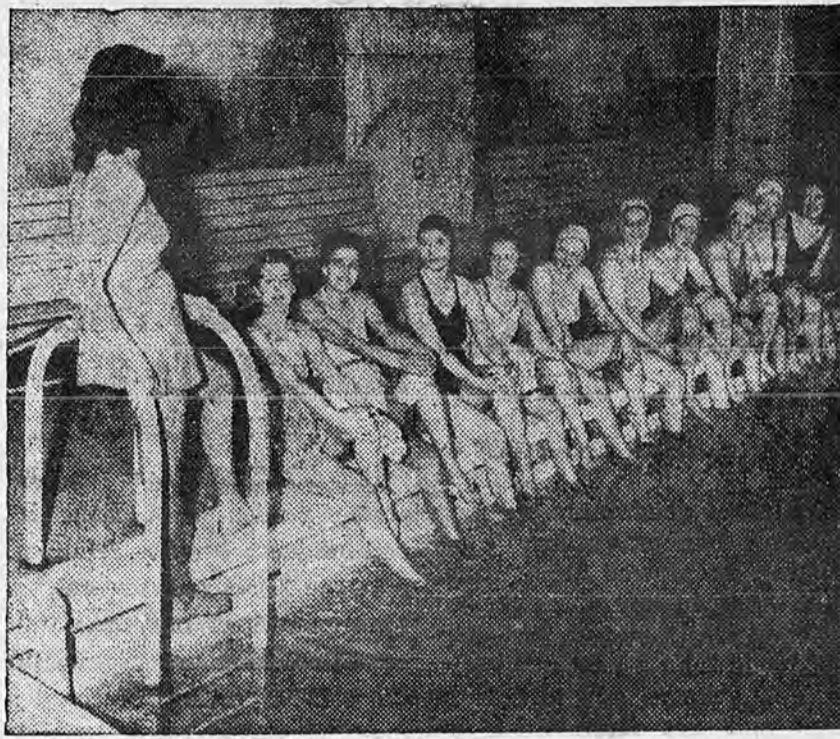
NORFOLK — Shipping around the port of Norfolk has for the past week been a little slow. We did, however, put a full crew on the Cape Comfort and a full deck crew on an SUP C-2 and a few other replacements on ships that were in port.

We are still trying hard to make some coal-burning firemen out of the "Monkey-house boys" that are sent to us, but without much success. July in the stokehold of an ocean-going towboat is unlike anything that the boys had in school. In some instances the boats have had to put into port and have these disillusioned youngsters carted off in an ambulance to the hospitals. Which reminds me of an interesting occurrence that was occasioned the other day by one of these acts of mercy.

Jimmie Sparrow, the noted and well-liked chef on the big Martin tug Eureka, had just returned from his trip off and was sleeping off the effects of the high-powered entertainment that he had been amusing himself with while ashore. Jimmie was on the Focs'l head under the awning stretched out in repose. He was in full uniform, (the outfit that gained him the moniker of "Lieutenant Sparrow") namely, a pair of abbreviated khaki shorts, bedroom slippers and an admiral's cap which was resplendent with scrambled eggs and an extra large golden crescent moon.

As Jimmie's pace ashore had been so hectic it had not allowed him time for a shave for a week or more and the pained and distressful look that follows such

SOME MACHINISTS TAKE A DIP



Machinists aren't always covered with grease—as you can see. These members of local 751, Int'l. Ass'n. of Machinists (AFL) in Seattle, take time out to brush up on their swimming form in the YWCA pool.

Attlee Fills Out His New Labor Cabinet

WASHINGTON (LPA)—Quick action to meet Great Britain's home front problems at the same time that the war against Japan is prosecuted is expected from the newly organized British Labor government.

Cabinet appointments were

rounded out within a matter of hours after Prime Minister Clement Attlee returned from the Potsdam Big Three conference.

The newly elected House of Commons got off to an "indecorous" but vigorous start August 1, which combined the ancient rituals with singing of "The Red Flag," which had its origins in the days of the British general strike in the early 1920s.

The state opening of Parliament, which will hear the address of King George, does not take place until August 15. Then the Labor Party's program to carry out its election promises to build a better England for the common men will be outlined.

The extent of the Labor victory became even more overwhelming as returns showed that six or eight in ten voters in the armed forces chose Labor.

The breadth of appeal of the Labor Party's program was also indicated in a listing of the occupations of the newly elected Labor members of the House of Commons: 124 trade union officials; 48 publishers, journalists and writers; 45 municipal gov't workers; 41 lawyers; 41 businessmen; 34 schoolteachers; 12 doctors and dentists; 12 cooperative officials; 10 university teachers; 4 farmers; 3 civil servants; 3 ministers; 5 officers in the armed forces; 2 peers; 1 policeman; and 5 miscellaneous professions.

Prime Minister Attlee will be surrounded by a group of veteran public officials in his cabinet. First Lord of the Admiralty, bearing the brunt of the naval war against Japan, will be Laborite A. V. Alexander, who held the same post in the Churchill coalition cabinet. John James Lawson, an ex-coal miner, will serve as sec'y of State for War. The second woman to hold a cabinet post in Britain's history is Ellen Wilkinson, Minister of Education. Miss Wilkinson held important posts throughout the war, and chaired the Labor Party conference which drew up the election platform.

Minister of Fuel and Power is Emanuel Shinwell, who has worked in this field in the two previous Labor governments. He

Special AFL Report Will Be Due In Aug.

WASHINGTON (LPA) — A special report to the AFL membership will be drafted by the Executive Council which will hold its quarterly meeting in Chicago starting August 6. With no convention possible this year, the Council decided to address its report, which will deal with national and international problems, directly to the membership.

Questions of reconversion, full employment, unemployment compensation and minimum wages will be among the issues discussed. The AFL Weekly News Service said that "AFL leaders believe that the record of labor's accomplishments during the past year and its plans for the future will serve as a unifying force and help to mobilize strong grass roots for the federation's postwar program."

is looked to as executor of the Labor Party's promise to nationalize the mines of the nation.

Most of the Cabinet members of high rank are men in their 50's and 60's. The "King's Privy Council" which is the inner cabinet, will be composed of Ernest Bevin, Foreign Minister, George Isaacs, Minister of Labor and Nat'l Service, John Wilmot, Minister of Supply and Aircraft Production, Alfred Barnes, Minister of War Transport, and Shinwell.



BALTIMORE MARINE HOSPITAL

CHARLES FULMEK
WILLIAM PRIOR
KARL JOHNSON
T. HEARRING
PRESTON SMITH
EUS. ANDYA
JAMES BREWER
CARIE SHARTZER
C. MARTINEZ
J. SHRIVER
LESTER HEARRING
KARL JOHNSON
E. ANDYA
CORRIE SHARTZER
JAMES BREWER
WILLIAM MARSH
RAYMOND CARTER
WILLIAM MYERS
PETE SADOWSKI

BRIGHTON MARINE HOSPITAL

AMOS BUZZEL
PETE KOGOY
M. ELIE
J. HINES
JOHN DUFFY
JOE INNIS

OYSTER BAY REST HOME

HARRY GOODWIN

Thanksgiving, 1945

"I thank thee Lord," the worker said.

"For all thy golden wheat. Enough to fill the world with bread

(Though I have none to eat).

I thank Thee for the cotton bales That tower high in air To fend the world from wintry gales

(Though I have none to wear).

I thank Thee for the whirring wheels That fashion shoes to wear Altho the stony pavement feels Unkind—when feet are bare.

I thank Thee for the teeming herds

That graze on grasses sweet. Though polities throw me empty words

Instead of good red meat.

And though the landlord's heart is cold

Against my last appeal I thank Thee Lord, for all the gold

That fills our vaults of steel."

—Submitted by J.P.S.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BASEBALL

In the National League, the Chicago Cubs have increased their lead over the Cards and the Dodgers. The Cubs have won 41 of their last 50 games, which gives you an idea. Hank Borowy, recently bought from the Yankees for \$100,000, was brought up for reclassification by his draft board, and the Cub stockowners didn't breath for two days. However, Hank was reclassified to 2-A, as "contributing to the war effort."

The Dodgers have recalled Tom Brown, kid shortstop, and are bringing up Ed Stevens, hard-hitting Montreal first baseman, in an effort to bolster the club in the final stretch . . . Chicago looks good, but don't sell the Cards or the Dodgers short . . . Bob Coleman resigned as manager of the Braves, and Del Bissonette, former Dodger first sacker, took over . . . Coleman said he was fed up with suffering . . . Just think of poor old Ben Chapman, stuck with the Phils.

In the American League, the race is tighter. Washington has put on a spurt and is breathing hard on the tail of the Tigers. With the exception of the A's, all the clubs seem to be very much in the running. However, even though the pennant battle is wide open, there seems to be more interest in the National League race.

Yankee Manager McCarthy still out. No definite word as to his condition or plans. One thing is certain: Coach Art Fletcher, former manager of the Phils, states he does not want the job, if Mac decides to leave. That leaves only 3 million candidates for the position . . . Atley Donald, Yank pitcher, was operated on for a frayed tendon in his right arm. There is a possibility he may return to action before the end of the season . . . Mark Christman, third baseman of the St. Louis Browns, was hit on the head by a pitched ball in a game with Cleveland . . . Last word is that he is resting comfortably, and will be back in about 10 days.

BOXING

Tippy Larkin, veteran Garfield, New Jersey, lightweight decisively outpointed Willie Joyce, of Gary, Indiana, in Madison Square Garden. Larkin, out of competition for a year, won the unanimous votes of the referee and the judges to beat Joyce, a 7-5 choice. Larkin boxed beautifully to earn this popular victory. In the semi-final, Jose Gonzales of Mexico, 128½, beat Pedro Firpo, of Camden, New Jersey, 131.

Other results: Chalky Wright, former featherweight champ knocked out Henry Jordan of Philadelphia in 6 rounds . . . Ruby Kessler, Brooklyn, flattened Jackie Savino in the first . . . Joe Walcott, Merchantville, N.J., outboxed Joe Baksi, second rank-

ed (wartime) heavyweight. Quite an upset. Walcott boxed rings around Baksi, and managed to get in a few wallops himself.

CHITCHAT

S/Sgt. Max Baer received a medical discharge from the army because of injuries received before he entered the service . . . Finland is claiming the next Olympic games. Said she was supposed to have had the last one called off because of war . . . Bernie Bierman will coach the college All-Stars in their charity contest against the Green Bay Packers . . . Ed Kelleher, famous basketball coach, died in Germany of a heart attack, while on a civilian mission for the army . . . Catcher Joe Andrews went to the Phils from the Dodgers at the waiver price . . . Larry MacPhail burning up the telephone trying to get new (and good) material for the Yankees.

Shape of things to come: Foot-

ball teams have commenced their fall (?) practice, so pull out your longjohns and shake the mothballs out of your raccoon coat . . . Navy will employ a T-formation for the first time this year . . . 100 men reported for the Yale team . . . Didn't know there were a hundred men left in Yale . . . Johnny Adams, leading jockey broke a collar bone when he fell off a two-year old, Mint Quest at Washington Park, Chicago . . . Ed Wilson, 17 year old Topeka, Kansas, pitcher, hurled a perfect game—no hits, no walks, no runs, in an American Legion tournament. A seven inning game, Wilson struck out 19 of the 21 batters he faced . . . Good work.

TROTTERING RACES

Titan Hanover, great trotter, won the Hambletonian Stake in straight heats, as was expected. The three year old was made the favorite a year ago . . . So overwhelming a choice was he that no bets were allowed on him in the mutuels . . . However, he won \$27,608.33, the winner's share of the \$57,046.98 purse . . . the colt has now won nearly \$60,000.

CURRENT EVENTS . . .

INTERNATIONAL

The Potsdam Conference of the Big Three is over. It will strip Germany of her economic strength, leaving her incapable of waging war. Germany will operate at a subsistence level, and the German people will be convinced "that they have suffered a total military defeat" . . . Russia's intentions in the Far East were not mentioned . . . Spain was warned not to apply for admission to the United Nations organization.

The development of the atomic bomb may shorten the war considerably. Japan cannot possibly stand that kind of punishment . . . 40% of Hiroshima was destroyed by one atomic bomb . . . The next war will, without doubt, be the last one . . . And the end of the world, too . . . Ain't science wonderful?

A desperate famine faces Vienna, which is getting less food than the Germans . . . This despite the Big Three agreement that Austria was to be considered a victim rather than a satellite of Germany . . . Pierre Laval now in France to face trial for treason. Called Petain's "evil genius," Laval has testified in the former's trial, tightening the rope around the Marshal's neck.

Russia is making territorial demands against Turkey, who says she will fight rather than give in to force . . . Peace, it's wonderful . . . Japan now has no battleships left in the fight . . . There is an epidemic of infantile paralysis in Belgium. There were only two cases last May . . . The Zionists have renewed their fight for Palestine. The Arabs says they will resist it even if the Big Three back it . . . Turkey, Palestine, Poland, Iran, etc.—there's plenty of dynamite to keep our peacetime life from becoming too peaceful.

Russia's entry into the war marks the "period" to Japan's death sentence. Says Senator Wiley (R., Wisc.): "Apparently the atomic bomb that hit Hiroshima also blew 'Joey' off the fence."

AT HOME

The Department of Justice, aided by the Treasury and Agriculture Departments, have begun a drive against the black market, of which there is plenty. Guys flashing big bills, a grand and up, will be asked to explain where they got that dough. Story is that some of them, scared to pieces, are selling grand notes for \$750 in small bills. Banks would turn them in . . . New jet propelled plane flew 544 miles in 62 minutes. Pilot said he was taking it easy . . . The civilian jeep will sell for \$1,090.

Some financial notes: The dollar has depreciated, and is worth only 77 cents in Boston, according to the Department of Labor . . . Consolidated Edison made a million dollars more this year than last . . . Tide Water Oil made 2 million dollars more the first six months of this year than in same period in 1944 . . . National Association of Manufacturers calls for cut in taxes.

Hiram W. Johnson, Senator from California died at 79 . . . William O'Dwyer, DA of Brooklyn, resigned his position to run for Mayor of New York as a Democrat . . . Newbold Morris is running for the same office, backed by Mayor LaGuardia, on a third. "No Deal Party" ticket . . . Other candidate is Judge Jonah Goldstein, Republican.

Severe shortage of sugar. There will be less cakes, pastries and soft drinks . . . A midget television set will sell for \$100, after the war . . . Backers of postwar military conscription fear that the proposal will be defeated. Labor hopes they're right . . . A bill providing a hundred million dollar maternity and child care program has been introduced by Senator Pepper of Florida. This would provide to all women the care now given to the wives of GIs.

Major League Baseball

MONDAY, JULY 30, 1945

American League

STANDING OF THE CLUBS

	W	L	PC	GB
Detroit	53	40	.570	
Washington	54	42	.563	½
New York	50	43	.538	3
Chicago	49	46	.516	5
Boston	48	49	.495	7
Cleveland	46	48	.489	7½
St. Louis	45	47	.489	7½
Philadelphia	32	62	.340	21½

National League

STANDING OF THE CLUBS

	W	L	PC	GB
Chicago	63	34	.649	
St. Louis	59	42	.584	6
Brooklyn	55	43	.561	8½
New York	54	47	.535	11
Pittsburgh	51	50	.505	14
Boston	46	55	.455	19
Cincinnati	43	53	.448	19½
Philadelphia	26	73	.263	38

Major League Leaders

CLUB BATTING

	R	H	HR	RBI	PC
New York	418	825	44	389	.266
Boston	370	860	39	333	.265
Chicago	349	787	11	306	.257
Washington	348	798	14	311	.251
Cleveland	327	762	34	300	.250
Detroit	320	763	38	307	.245
St. Louis	332	755	38	305	.241
Philadelphia	275	750	23	242	.233

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	477	936	38	434	.284
St. Louis	512	968	43	474	.279
Brooklyn	536	941	40	469	.277
New York	448	958	73	414	.272
Pittsburgh	488	930	41	451	.272
Boston	504	942	66	471	.268
Cincinnati	323	800	26	300	.250
Philadelphia	363	802	36	326	.245

LEADING BATTERS

	G	AB	R	PC
Cuccinello, Chicago	84	292	38	.329
Stirnweiss, N. Y.	93	384	68	.318
Case, Washington	92	377	56	.316
Lake, Boston	75	266	55	.308
Estalera, Phila.	93	335	37	.307
Boudreau, Cleveland	87	313	45	.307

LEADING BATTERS

	G	AB	R	PC
Holmes, Boston	102	419	93	.365
Rosen, Brooklyn	92	381	84	.362
Cavaretta, Chicago	99	378	77	.357
Hack, Chicago	99	389	76	.337
Olmo, Brooklyn	94	383	50	.334
Ott, New York	94	326	53	.334

RUNS BATTED IN

Etten, New York	62
R. Johnson, Boston	58
Binks, Washington	51

RUNS BATTED IN

Walker, Brooklyn	90
Olmo, Brooklyn	86
Adams, St. Louis	86

HOME-RUN HITTERS

Stephens, St. Louis	15
R. Johnson, Boston	12
Etten, New York	10
Seerey, Cleveland	10

HOME-RUN HITTERS

Workman, Boston	18
Holmes, Boston	17
Lombardi, New York	15
DiMaggio, Philadelphia	15

LEADING PITCHERS

	G	W	L	PC
Center, Cleveland	16	5	0	1.000
Benton, Detroit	15	10	2	.833
Muncief, St. Louis	12	5	1	.833
Ferriss, Boston	23	17	4	.810
Leonard, Washington	19	12	4	.750
Newhouse, Detroit	25	17	6	.739
Bevens, New York	18	10	4	.714
Wolf, Washington	20	12	6	.667
Gromek, Cleveland	21	12	6	.667
O'Neill, Boston	17	8	5	.615
Lee, Chicago	19	11	8	.579
Christopher, Phila.	24	11	8	.579
Grove, Chicago	21	9	7	.563
Pieretti, Washington	26	10	8	.556
Jakucki, St. Louis	22	10	8	.556

LEADING PITCHERS

	G	W	L	PC
Cooper, St. L.-Boston	20	9	2	.818
Gables, Pittsburgh	15	6	2	.750
Passeau, Chicago	22	11	4	.733
Wyse, Chicago	24	16	6	.727
Dockins, St. Louis	18	5	2	.714
Brecheen, St. Louis	12	5	2	.714
Gregg, Brooklyn	27	14	6	.700
Grove, New York	20	11	5	.688
Derringer, Chicago	24	12	6	.667
Bowman, Cincinnati	13	8	4	.667
Burkhardt, St. Louis	25	11	6	.647
Barrett, Boston-St. L.	30	14	8	.636
Prim, Chicago	21	7	4	.636
Strincevich, Pitts.	23	10	6	.625
Sewell, Pittsburgh	26	11	7	.611

Minor League Standings

INTERNATIONAL LEAGUE

	W	L	FC
Montreal	70	36	.660
Baltimore	55	47	.539
Newark	55	48	.534
Jersey City	55	50	.524
Toronto	51	51	.500
Syracuse	45	56	.446
Rochester	44	60	.423
Buffalo	37	64	.366

AMERICAN ASSOCIATION

	W	L	PC
Indianapolis	69	42	.622
Milwaukee	67	44	.604
Louisville	64	50	.561
St. Paul	53	54	.495
Toledo	51	59	.464
Columbus	50	63	.442
Minneapolis	48	63	.432
Kansas City	40	67	.374

SOUTHERN ASSOCIATION

	W	L	PC
Atlanta	69	36	.650
New Orleans	63	39	.620
Chattanooga	65	40	.612
Mobile	58	43	.566
Memphis	45	57	.450
Nashville	39	64	.376
Birmingham	38	66	.372
Little Rock	35	67	.343

PACIFIC COAST LEAGUE

	W	L	PC
Portland	82	46	.641
Seattle	74	54	.578
Sacramento	68	62	.523
San Francisco	64	66	.492
Oakland	64	66	.492
San Diego	60	72	.455
Los Angeles	54	75	.419
Hollywood	52	77	.403



BULLETIN BOARD

—Unclaimed Wages— A. H. Bull Steamship Company

N	
Noll, William	.69
Noren, Donald R.	10.15
Norford, Alfred	2.25
Norford, C. Thomas	2.25
Nowakowski, Henry	12.82
Numunger, M.	5.83
O	
Oates, Raymond A.	14.43
O'Brien, John	2.13
O'Brien, Vernon	2.25
Olgardt, Jack	3.75
Olsen, Herbert	3.00
Olsen, Robert C.	27.00
Orlin, Cyril B.	5.00
Orman, John A. W.	6.75
Orr, Eugene	7.20
Ossou, Didier	14.00
Ostling, Gunnar	2.13
Overholser, Chas. D.	2.25
P	
Padgett, Harry	11.16
Padilla, Rafael	2.71
Pahapill, Johannes	4.93
Palladino, Frank	6.00
Panis, Ramon G.	12.31
Papisan, Edward E.	1.42
Parker, Arthur E.	2.25
Parker, John W.	123.02
Parks, Chas. L.	19.85
Parker, Leroy	5.51
Parolls, John A.	117.50
Parrish, Wm.	28.15
Parshall, Albert F.	.71
Paskier, George	9.76
Passina, Damian M.	3.11
Patanaude, Arsene	.75
Patrick, Joseph	3.95
Patti, Laneria A.	4.62
Pavelka, Rudolf	12.52
Pavola, Donald D.	2.25
Pawlacyuk, John R.	117.03
Pearce, Otis M.	7.26
Pearson, W. A.	16.92
Peer, Chas. H.	2.25
Pence, Garland W.	2.25
Penn, Everette L.	3.50
Pendleton, Clayton L.	2.13
Pepin, Rene	17.25
Perez, Anibal	24.25
Perno, Matteo J.	35.55
Perry, James J.	5.25
Perry M.	13.41
Perry, Wardell	1.42
Peterson, O.	8.40
Peterson, Murray A.	3.75
Picone, Sabatino A.	10.38
Picot, Julien C.	2.40
Pierce, Rubin	22.51
Pierce, William	95.62
Pierce, William	30.00
Pierce, Winston	1.42
Pietroski	33.35
Pignata, Frank A.	1.50
Pike, Visnel H.	76.77
Pitts, Kenneth D.	14.38
Plouffe, Normand	6.25
Pohley, Fred R.	4.32
Poldme, Rein	5.25
Polen, William J.	2.13
Polenz, Arthur J.	1.50
Polpollo, Mariano	3.60
Ponce, Carlos	3.55
Poore, Thos. J.	25.84
Pope, John M.	2.13
Pousette, Gustav S.	77.32
Powell, Fred	8.64
Powell, Dewey C.	41.77
Powers, Charles E.	3.75
Preclaro, Cornelio	4.27
Prince, G. E.	45.90
Pruszka, Norbert	2.25
Pusey, Algie	4.27
Q	
Quiapo, Jose	8.75
Quiltantang, Jose	2.25
Quimera, Jos.	8.01
Quinn, James P.	3.50

R	
Rafferty, Eugene	7.82
Ramirez, Blas A.	5.35
Ramirez, Luis A.	.57
Ramos, Francisco	60.38
Rauseo, Angelo H.	7.82
Rawlings, Jerome	7.07
Realbuto, Andrew	8.75
Reep, Therman	4.38
Reid, Howard	3.00
Remolan, Vincente	8.50
Renaud, Albert J.	2.25
Renta, Leopoldo	13.50
Reyes, Ciriaco	2.00
Reyes, Jose	16.88
Reyes, Jose	20.25
Richardson, George	2.25
Richardson, Lloyd D.	71.34
Richardson, Thomas	38.37
Richter, Carl	4.06
Richter, Leo	2.84
Riddell, John W.	2.75
Riebel, John	.85
Rinelli, John	3.75
Rios, Juan	4.38
Ritter, John W.	8.36
Ritz, Donald W.	1.42
Rivera, Carlos	5.80
Rivera, Jose	2.63
Rivera, Juan Puig	14.60
Robelen, Raymond J.	.75
Roberts, Osborne S.	14.22
Robertson, Harvey	8.75
Rodriguez, Gloriano	5.00
Rodriguez, Jose	3.98
Rodriguez, Juan	95.58
Rodriguez, Richard	1.42
Rollins, Carrol J.	4.27
Romans, Maurice	118.75
Ronquille, Chester	14.93
Rosa, Evaristo	1.50
Rosario, Jose	8.25
Ross, Robert	12.12
Roveal, Leon	4.13
Rowan, Richard	6.25
Rozenfeld, Julio	16.54
Rudis, Arthur	.28
Rudloff, Leonard	1.50
Rue, Leslie	42.66
Ruiz, Juan	2.84
Ruley, Edward	5.69
Rumley, Alfred L.	3.50
Ruth, Jack Bernard	36.89
S	
Saccucci, Americo	3.00
Sadler, Daymon I.	3.50
Seguin, Donald J.	8.53
Salis, L. R.	2.22
Salmon, E. E.	3.27
San Antonio, Juan	2.25
Sanchez, Herman	2.13
Sanchez, Juan	1.00
Sankup, Joseph H.	2.13
Santos, John	18.49
Santos, Marcelo	23.00
Santos, M.	2.23
Sargent, K.	6.00
Sarver, Rex	5.69
Sarvis, Wesley	1.42
Satterfield, Wilbur	11.32
Sawyer, A. A.	23.50
Saxon, James B.	14.22
Schempf, Howard W.	3.50
Schendenlein, K. E.	34.63
Schnexneider, Willey J.	6.84
Scott, Robert D.	.71
Searle, Wm. C.	35.55
Searles, Milton	2.16
Seeberger, G. H.	2.75
Seeger, Charles	2.25
Sellers, Lenox L.	12.75
Sepulveda, Rafael	8.11
Serrano, Rosendo	14.35

Seroff, Eugene	8.75
Seltzer, Frank S.	3.50
Sexton, Harry R.	17.00
Shackleford, Claude	3.50
Shaffer, Morris	5.69
Sharp, Joseph	3.75
Shebal, Robert A.	2.25
Shemet, John	.28
Short, Donald	9.44
Shiper, James J.	11.03
Shorf, R. A.	2.92
Sierra, Ramon R.	.57
Silvia, August	45.40
Simmons, Vincent	86.40
Sites, Oran	76.72
Skillman, Anthony	14.22
Skinner, Andrew, Jr.	6.55
Skuzinsky, Bernard	20.23
Slaman, John	3.75
Sloan, Austin D.	8.53
Sloan, Austin	1.50
Smith, Christian	2.50
Smith, Curtis	4.38
Smith, Edward	5.12
Smith, Floyd W.	2.84
Smith, Frank	2.13
Smith, Fred O.	.75
Smith, John C.	8.25
Smith, Lambert K.	1.50
Smith, Robert	9.30
Smith, Russell	.33
Smolders, Jan.	125.92
Smythe, Julius	5.69
Snyder, Frank A.	4.27
Snyder, Ronald A.	5.69
Solberg, Jens E.	26.44
Solmon, Edward E.	1.50
Solomon, John	1.50
Sonnenberg, Ed.	16.54
Soto, Eusko	13.50
Spain, Adron H.	118.75
Spencer, Roger R.	9.50
Spitz, Michael	3.75
Spotts, Walter G.	1.50
Sprinker, Donald H.	2.25
Stafford, Geo. C.	5.69
Staine, Wilfred R.	2.84
Stallings, J. B.	5.25
Stanley, Goldman	2.84
Steenburg, Earl E.	2.25
Stein, Ralph R.	8.25
Stein, Robert J.	3.75
Stein, Theodore	3.12
Steinrad, Marion	8.95
Stewart, Gordon	2.49
Stigler, Emerson F.	5.69
Stilley, Joseph P.	28.94
Stiner, Bill	2.25
T	
Tait, Robert	2.70
Tala, Nicholas	1.50
Tala, Nick	2.25
Tala, Nicholas	27.73
Tandes, Estoban	32.93
Taylor, Gerard	11.85
Tetterton, Chas.	3.23
Theodorates, Gregorias M.	5.83
Thomas, Alex.	2.25
Thomas, Burton R.	12.11
Thomas, Joseph	5.69
Thomas W. J.	6.75
Thomassen, Joseph	.28
Thompson, Amos W.	43.24
Thompson, Elma	2.25
Thompson, Henry W.	2.25
Thompson, Peter	2.25
Thompson, Robert	4.50
Thompson, Thomas E.	2.25
Thompson, Nikko A.	2.25
Thorne, Allan	8.83
Thornhill, Earl J.	8.83
Thurman, Henry	3.44
Tiligham, Clarence	3.50
Tirol, Manuel G.	117.50
Tkach, Walter	2.16
Tochinsky, Walter A.	29.75
Toomer, Wm. B.	2.25
Tompkins, Ralph	9.59
Touchstone, Rex J.	2.84
Towler, Claiborne W.	3.75
Trasmil, Pastor	38.50
Tremblay, Jos. A.	1.67
Trembley, Edward	31.63
Treviso, Victor	21.98
Turlington, Aldrige M.	24.60
Turner, Dan	.83
Turner, Melvin	2.25

Tutt, Edward P.	43.24
Tye, Frank M.	.71
U	
Ulrich, Albert J.	118.75
Umphenoun, Dale L.	2.29
Urbans, Oswald	27.96
Usher, Clifford	4.38
V	
Valdes, Ramon	4.27
Valentin, Antonio	26.53
Vallus, Daniel	8.90
Van der Werker, H.	1.42
Van Dyne, Wm.	5.55
Van Kesteren, Herman	.85
Van Laerhoven L.	8.53
Vargas, Fernando	18.00
Vargas, Vincent	5.48
Vargo, Frank	2.25
Vatle, Ingvald L.	4.27
Velez, Pedro	22.99
Vence, John J.	12.00
Verrier, Frank	1.89
Vezzmar, Mile	23.00
Villaneuva, Bernaldo	23.50
Vipperman, Arthur C.	3.50
Vogler, Louis E.	2.25
Volpenheim, Paul A.	8.80

MONEY DUE

SS OTIS E. HALL
The following men that paid off in July at Charleston have explosive bonus and transportation money coming. Collect at American Range Liberty Lines, New York office:
James T. Devlin, Deck Eng.; Paul J. Cooke, Wiper; James L. Stevens, Bos'n; William T. Mackin, Deck Maint.; Norman S. Provan, AB; Robert A. Keenan, AB; Pickett W. Lusk, AB; Willey T. Lewis, Deck Eng., (Explosive bonus only); August W. Deibel, Utility; Whitney G. Rankin, Steward; Staneslaw L. Baszkowski, Night Cook & Baker; Richard L. Stewart, Utility; Leon L. Reiser, Mess. (Submitted by Charleston Branch.)

§ § §
SS KENAMR
C. Robbins, Wiper, has 31 hours coming—collect at Calmar office.
§ § §
SS MARINE DRAGON
All hands who were aboard on May 16 and 17 have \$1.50 each due. Collect at Waterman, 19 Rector St.

§ § §
SS JOSEPH NICOLLET
The men who made the last trip, paying off in Galveston, are requested to send their launch receipts, or a record of the launch fare they paid in Greece to Louis Goffin, at the New York hall, so that the company may reimburse them.

§ § §
SS JAMES M. PORTER
Paul P. Simpson, Chief Ck., 84.35; Dale L. Youngblood, 84.35; Willard Rowlee, 84.35; Robert C. Griffin, 63.26; James Sawyer, 63.27; Paul Jones, 63.26; Leonard Jodway, 63.26. Collect at Smith & Johnson office.
§ § §

§ § §
SS CITY OF ST. LOUIS
All of the crew that paid off this ship on July 30, in New York, have one day's pay coming and overtime from the 24th of July. Collect at Waterman office.

SIU HALLS

NEW YORK	51 Beaver St
BOSTON	330 Atlantic Ave
BALTIMORE	14 North Gay St
PHILADELPHIA	6 North 6th St
NORFOLK	25 Commercial Pl
NEW ORLEANS	339 Chartres St
CHARLESTON	68 Society St
SAVANNAH	220 East Bay St
TAMPA	842 Zack St
JACKSONVILLE	920 Main St
MOBILE	7 St. Michael St
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St
HOUSTON	8605 Canal St
RICHMOND, Calif.	257 5th St
SAN FRANCISCO	59 Clay St
SEATTLE	86 Seneca St
PORTLAND	111 W. Burnside St
WILMINGTON	440 Avalon Blvd
HONOLULU	16 Merchant St
BUFFALO	10 Exchange St
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave
CLEVELAND	1014 E. St. Clair St
DETROIT	1038 Third St
DULUTH	531 W. Michigan St
VICTORIA, B. C.	602 Boughton St
VANCOUVER, B. C.	144 W. Hastings St

PERSONALS

The following men should contact the Beef Counter in the New York Hall: Adolf Beckendorf, Albert Bowes, Nels Larson, Edward Ziegler, Howell Walker, James Bray, James Glidden, Harold Johnson.
§ § §
J. Sireno and B. Pow, please see Joe Algina in the New York hall about the strike assessment.
§ § §
Members of crew of the MV Tybee on voyage including November 1944, please communicate with the undersigned. Important.
ROBERT POWELL,
7 Gay St., N.Y.C.
§ § §
NOTICE TO ALL BRANCHES
O. F. ODUM, Probationary Book 36624, who joined in Norfolk, February 9, 1945, owes for all assessments.