

CSU RANK AND FILE HELPING CANADIAN SIU TO CREW SHIPS



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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Cities Service Seamen Make Choice: It's The Seafarers By 89 Percent

NEW YORK — The Atlantic and Gulf District of the Seafarers International Union scored a landslide victory in the recently concluded collective bargaining election on nine Cities Service ships, with the company's unlicensed personnel casting 89 percent of the valid ballots in favor of the Union.

The Cities Service tankermen's overwhelming preference for the SIU as their bargaining agent was announced by the National Labor Relations Board's regional office here, shortly after the ballot count was completed on Friday, April 15.

This marked the second time that Cities Service seamen have decisively chosen the SIU in an

CS Tries Again

As the LOG went to press, the Cities Service Company was making a typical last-minute effort to delay certification of the SIU, and keep CS seamen from the protection of an A&G contract. The company has filed 19 objections with the NLRB, in support of its contention that the election should be invalidated. The regional NLRB office will now investigate the claims, and submit a report to Washington for final ruling.

NLRB collective bargaining election.

Last year the company's unlicensed personnel gave the SIU an 83 percent majority in balloting aboard seven Cities Service tankers. An eighth ship, the Lone Jack, was to have been voted but arrived in port too late.

SECOND ELECTION

After being duly certified, the SIU took steps to negotiate a contract for the eight ships and eight more acquired by the company subsequent to the election. In an unprecedented ruling, however, the NLRB ruled that a second election for the nine unvoted ships was necessary before the Union could be certified as

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"DUMPED!"



Battle For T-H Repeal Opens In Congress

The battle to write a new labor law opened in Washington this week when the House of Representatives began debate on the administration-sponsored Thomas-Lesinski bill, which calls for repeal of the Taft-Hartley Act and reinstatement of the Wagner Act with minor changes.

The labor-backed measure is expected to meet its severest test early in debate, as oppo-

sition forces have offered as a substitute the Wood bill, a measure described by labor leaders as being more severe than the Taft-Hartley Act. (See page 16 for the AFL analysis of the Wood bill.)

Despite a note of cautious optimism among administration leaders concerning the Thomas-Lesinski bill's passage, few Congressmen and labor figures expect the bill to pass without

amendments, to win over the "middle-of-the-road" votes.

Amendments expected to be added to the Thomas-Lesinski bill call for:

1. Strengthening of the national emergency strike section by permitting Government seizure of plants for a limited period while an emergency board studied the dispute.
2. More explicit free-speech

guarantees for employers.

3. Loyalty oaths by union officers and employers alike.

4. Require unions to file financial reports.

If the measure squeezes through the House, it is expected that treatment will be much the same in the Senate where the line-up of forces closely parallels that of the House.

HALIFAX, April 28—The communist leaders of the discredited Canadian Seamen's Union were reeling here today after a series of devastating blows from the SIU Canadian District, which a month ago signed a contract covering the 100-odd deep sea ships operating from ports in eastern Canada.

In this strategic port, the SIU opened its own permanent headquarters and Hiring Hall, crewed two ships and accepted scores of membership applications from ex-members of the CSU, who said they were fed up with the CSU's communist lead-

ers. Meanwhile, the commie hatchetmen continued their campaign of violence against the SIU in Halifax and Montreal, and vainly tried to pretend that their four-week old phony walkout was a genuine strike.

The communists indicated their readiness to engineer any kind of a sell-out deal to tighten their waning grip on Canadian seamen.

The SIU Canadian District's Halifax Hall was opened in the face of threats by CSU Party stooges to wreck it and burn it down with the SIU inside.

However, the hall opened on Monday, April 25, without incident beyond the appearance be-

New Halifax Hall

Seafarers, when in the port of Halifax be sure to visit the new SIU Hall. Registration, shipping and beef-handling facilities are available to the membership—and you can meet your old shipmates. The new Hall's telephone number is 3-8911.

(SEE PAGES 6-7 FOR THE TEXT OF TWO BROADCASTS BY THE CANADIAN DISTRICT OF THE SIU WHICH CLEARLY AND EFFECTIVELY EXPLAINS THE ISSUES INVOLVED.)

fore the door of an illegitimate commie picketline, which was bluntly ignored by a couple of hundred Haligonian seamen anxious to ship under SIU contract.

Seafarer Roy (Frenchy) La Pierre, an Haligonian and a veteran of eight years in the SIU, was named Port Agent, with Alan Macdonald as assistant.

Communist attempts at terrorism began the next day. A gang of commie goons sent out by the CSU leaders assaulted a young Haligonian with a semi-paralyzed leg, whose only offense was that he had been seen entering the SIU Hall, and had been

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New Shackles For Old

The eyes of organized labor throughout the nation will be focused sharply on Washington for the next few days as one of the most important current legislative battles is fought to a conclusion. At this moment, the House is backing this bill, which would repeal the Taft-Hartley law and replace it with an amended form of the Wagner Act.

Normally there should be nothing to it. Organized labor, representing a block of 16 million of the nation's working men and women, has voiced its solid objection to the Taft-Hartley law. Also opposed to the anti-labor measure are multitudes of others, from progressive, fair-minded representatives of industry—who recognize that labor restrictions are not conducive to harmonious labor-management relations—to housewives, who know more than anyone else that the standards of the American home are the result of a free trade union movement.

Taft-Hartley law proponents hate to admit it, but they realize that sentiment is against the present law. So they've cooked up a substitute and they hope to put it over on the American people. They call this new labor-shackling measure the Wood Bill. But call it what they will, it's nothing more than Taft-Hartley—and worse.

The legislative battle between the Thomas-Lesinski labor forces and the Taft-Hartley-Wood reactionaries might be a tough one. Every trade union member should let his representative know how he feels about this issue. You can help in this fight by writing to the members of Congress from your state and district. Tell them you want the Thomas-Lesinski Bill passed. It's our fight. Let's get into it!

Cities Service Victory

For the second time in a year, the Cities Service Company has been kayoed in a collective bargaining election and the arm of the Seafarers has been raised high in victory. The 89 percent majority rolled up for the SIU in the recent balloting shows that CS tankermen are even more convinced of the need for SIU representation than they were a year ago, when the Union emerged from the first election with an 83 percent majority on the seven ships voted.

Specifically, the results prove once again that whenever unorganized seamen get the chance they will overwhelmingly choose the Union that brings the maximum in wages, working conditions and security—which is another way of saying that they'll vote for the SIU every-time.

New Log Schedule

The discerning reader will have noticed that the SEAFARERS LOG has changed its frequency of publication, and now publishes three times a month—roughly, the 1st, 10th and 20th of each month—instead of weekly. This move is in line with the Union's economy program, which every part of the Union's apparatus is conforming with.

While we would prefer to publish weekly—and increase the LOG to 20 or 24 pages—we feel that the lag between issues is slight (about 3 days) and that the LOG will continue to supply the coverage that it did in the past.



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

NEPONSET HOSPITAL

- R. A. BLAKE
- L. BALLESTERO
- J. S. CAMPBELL
- V. W. CHESNER
- J. T. EDWARDS
- I. H. FRENCH
- E. FERRER
- V. JIMINEZ
- J. T. KEMPT
- K. G. LUNDBERG
- C. L. MOATS
- W. SEARS
- H. SELBY
- J. SILLAK
- Q. TULL
- L. TORRES
- T. WADSWORTH
- G. WOODS
- F. ZESIGER

STATEN ISLAND HOSPITAL

- J. TURNER
- C. W. GOODWIN
- J. A. MARCOUX
- T. M. BROWN
- D. HERON
- M. LACO JR.
- R. A. BARRETT
- W. MEEHAN
- W. J. MAHONEY
- M. J. OLSON
- D. P. GELINAS
- V. DACO
- C. P. ALVARES

- M. J. LUCAS
- H. F. BEEKER
- V. E. GROVES
- O. O. MILLAN
- F. CHRISTNER
- A. J. JANELLO
- N. VRYDENBERGER

NEW ORLEANS HOSPITAL

- PETE SADAWSKI
- WM. R. GARDNER
- E. MASSEY
- J. DENNIS
- WM. N. PRICE
- J. H. DANIEL JR.
- A. J. McAVOY
- GEO. W. MEANEY
- CHAS. A. BROWN
- C. LOCIGNO
- C. ELLZEY
- C. C. RAYFUSE
- STEPHEN CONNER
- M. C. BARLOW
- JAMES LAFFIN
- G. M. GREY
- K. J. NICHOLLS
- J. E. STICKER
- K. L. GUNDERSON
- ROTZ
- LANDRY

BALTIMORE HOSPITAL

- C. SIMMONS
- R. SOUZA
- L. J. McMILLAN

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed Postcards can be obtained free at the Social Service desk.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)
- Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

- H. MILLION
- L. McCUNE
- G. CARROLL
- P. ADKINS
- F. KORVATIN
- G. P. REAGAN
- V. HOLTON
- J. SCHUMSKY
- J. TOWNSEND
- P. PAINTER
- R. TOLER
- F. HIGGINS
- G. CRABTREE

MOBILE HOSPITAL

- J. B. BERRIER
- F. C. HIGGASON
- J. P. BUCKELEW
- TOMMIE WILKINS
- ERNEST JARRETT

SAVANNAH HOSPITAL

- C. BUTLER
- G. LASS
- W. STEWART
- L. C. COLE
- WYCHE

GALVESTON HOSPITAL

- J. D. JACKSON
- L. R. WILLIAMSON
- J. HAVERTY

CSU Rank And File Repudiate CP Leaders

(Continued from Page 1)

heard to say that he thought the SIU was an allright union.

The two ships crewed by Canadian Seafarers in Halifax were the Mount Sandra and the Dufferin Bell. In the opinion of many the crewing of the Dufferin Bell broke the commies' back.

The call to man the Mount Sandra came in before the Halifax Hall could be opened. A crew was brought by rail from the SIU Hall in Montreal, cleared by the Halifax Port Agent and dispatched to the ship the night of April 24. The ship left for Galveston the following day.

The Dufferin Bell, a coal burner, was the first ship manned from the shipping list of the new Hall in Halifax.

CREWED QUICKLY

The call for a crew came at noon on Wednesday, April 27, and by two o'clock the 30-man crew was on the way. Eighteen of the 30 were ex-CSU members, Agent La Pierre said.

Three other former CSU ships sailed with full SIU crews from Montreal. These were the Pictou County, the Mount Alta, both freighters, and the Lady Nelson, a passenger ship.

The phony strike called by the CSU's communist leaders at the end of March was put over on the CSU membership without a strike vote, after the SIU Canadian District signed contracts with the companies late in March.

The CSU had been negotiating with the companies for a contract renewal since mid-October. Talks broke down, and the dispute was referred to a Board of Conciliation.

Sitting on the three-man Board were a representative of the industry, a representative of the CSU and a representative of the Canadian government. The Board recommended an agreement which had the unanimous approval of the three members, including the CSU's own spokesman.

Normally, in such a situation, the recommendations of the Board would have been accepted by both parties to the dispute. However, the communist leaders of CSU, without disclosing the facts of the agreement to their membership, called a strike.

DISTORTED FACTS

In fact, the communist leaders lied about the agreement, informing the CSU rank and file that they faced a 25 percent wage cut and loss of the hiring hall. Actually, the agreement was pretty much what the rank and file wanted and expected to accept.

By rejecting the Conciliation Board's proposal, the CSU, which never had been certified as bargaining agent for the ships, illegally eliminated itself from the field, unless it could hold on by main strength. But the CSU did not have the strength, so dissatisfied were the rank and file with their communist leaders.

When the SIU Canadian District, which already possessed many friends and contacts among the CSU rank and file, signed what was essentially the Board of Conciliation's contract, CSU members began flocking to SIU halls.

Obviously, they had been waiting for the chance to have a union which did not waste its

strength promoting communist causes.

This was when the CSU leaders called their strike, having to send goon squads to remove some of the disgruntled Canadian seamen from the ships the latter did not wish to leave.

However, communist agitators whipped up phony enthusiasm for the strike on other ships or induced the men to walk off by using intimidatory tactics.

They even managed to hang up ships in foreign ports, a move which Dave Joyce, Secretary-Treasurer of the SIU's Canadian District, denounced as evidence of outright irresponsibility on the part of the CSU's communist leaders.

However, despite the CSU's claim of support from maritime workers in foreign ports, most of the ships tied up abroad were being worked this week, and being sailed by SIU crews flown out to man them. The CSU

crews of these vessels were facing severe legal reprisals at home or abroad, and many were languishing in foreign jails.

Meanwhile, the CSU's communist leaders showed their complete willingness to make any kind of a sell-out deal they could find, in order to keep their hold on the waterfronts of Montreal, Halifax and other ports of Eastern Canada.

RENEWED PACT

First they renewed their last year's West Coast contract without change. This agreement covered 19 ships in an area where the SIU Canadian District, already had 31 ships.

The CSU leaders had been expected to strike the West Coast ships in an effort to bring pressure on the East Coast, and the move left the East Coast CSU rank and file with their faith in their leaders shaken.

Then, the CSU's leaders offered to make a deal on the East

Coast based on the West Coast renewal.

In effect, this amounted to telling those CSU members who still were following their leaders, that the whole "strike" action was a joke in the first place.

SIU Canadian District officials reported that this proposal was not sitting very well with CSU rank and filers who had been on the beach for a month, sleeping on the dirty floors of CSU halls, or having the book thrown at them in foreign courts.

Accordingly, the SIU officials said that there would be more CSU men applying for membership in the SIU Canadian District, a prediction that was being borne out at this writing.

Actually, as Dave Joyce emphasized in a series of radio broadcasts from Halifax over station CJCH, the original aim of the CSU's communist leaders was not to win their so-called strike, but to completely disrupt

and discredit the Canadian merchant marine.

The evidence of this rested in the fact that the CSU leaders failed to make the elementary plans that a seamen's strike requires for success.

They failed to line up the ships' officers, the longshoremen, the teamsters or anybody else.

They struck when there was no money in the CSU treasury. They struck when the Canadian merchant marine was at a low point in the postwar readjustment process.

It was obvious to the SIU Canadian District that the communists' real scheme was to impair the Marshall Plan and the Atlantic Pact, and create so acute an unemployment problem in Eastern Canadian ports that they would find fertile ground for sowing more seeds of communism.

It was the timely arrival of the SIU which prevented this from happening.

Cities Service Seamen Say: 'We Want Seafarers'

(Continued from Page 1)

bargaining agent for personnel in the entire fleet.

Of the 110 valid votes tabulated in the latest election 98 were tallied for the SIU. Only 12 votes were cast against the union. In all, 176 valid votes were counted by the NLRB. Of these, 66 were challenged by the company and the board.

However, because of the overwhelming number of ballots in favor of the SIU, these challenged votes could not affect the results of the election, the NLRB said, and therefore will not be investigated.

Under NLRB procedure the company has a period of five

Stay Aboard Ship

All pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. The overwhelming NLRB election victory brings nearer the day when Cities Service seamen can throw off the yoke of company domination.

Stay on the ships until the fight is won.

working days in which to file objections to the election results.

If the company submitted objections before the deadline date of Friday, April 22, the Regional Board will conduct an investigation and then forward a report to the Board in Washington for final ruling.

If the objections are thrown out, an order, duly certifying the SIU as collective bargaining agent for the Cities Service fleet's unlicensed personnel, will be issued at that point.

It is expected that the machinery of the Board will be speeded up to permit a ruling as soon as possible, should the company step in with last-minute arguments on the election outcome.

Ships involved in the ballot tally just concluded were the Archers Hope, Bents Fort, Bradford Island, Fort Hoskins, Lone Jack, Royal Oak, Salem Maritime and Winter Hill.

COMPANY STALLED

Throughout both elections, the company made desperate efforts to stall the procedure and to intimidate the crews.

Cities Service's viciously anti-union practices reached a high-point during the campaign preceding the second election.

The company lawyer came up with a new stunt, a company union, apparently with the thought in mind that, if Cities Service seamen could be lured by extravagant promises into supporting a company union, they would reject the SIU.

But, at every turn, the Cities Service men overwhelmingly repudiated the company-conceived and dominated Cities Service Tanker Men's Association (CTMA).

Despite the company's rigidly pursued plan of wholesale firings of men even slightly suspected of pro-Union sentiment, the Cities Service men's determination to be represented by the SIU became stronger than ever.

RUSE RECOGNIZED

CS crewmen saw clearly that the company union was only an attempt to keep them from realizing the improved wages, working conditions and security benefits that would come with an SIU contract.

In fact, CTMA eventually proved to be a boomerang. This was demonstrated on innumerable occasions. On board one Cities Service ship, a CTMA-sponsored meeting suddenly turned into an SIU rally, so convinced were the men that CTMA was a nothing more than a trick to delude the crews and implement the company's abusive practices.

When the company saw that the CTMA hogwash was turned back by the crews, it stepped up its attempts at intimidation. Firings and blackballing reached wholesale proportions. Whole crews were discharged every time Cities Service ships came

into port, in order to reduce the number of men eligible to vote.

But as fast as Union sympathizers were fired, new ones came up to take their places. Conditions were such on Cities Service ships, that it didn't take long for men to realize that the only sound way to improve them was through representation by a genuine trade union of seamen.

In short, Cities Service men refused to waver from their position that the SIU was the answer to their problems.

When the NLRB finally set the date for the second election and established the mechanics by which voting would be conducted, the company steadfastly refused to cooperate and attempted to impede the procedure.

Beginning with the balloting of the first ship, the Winter Hill, on Feb. 20, NLRB officials had to conduct the poll at dockside points, off company property.

DELAY GAINED

The company went into Federal Court on Feb. 22 and obtained a temporary injunction halting the election after six ships had been voted. At a hearing two days later, the injunction was modified, and voting was resumed.

For the remainder of the balloting the company demonstrated a more cooperative attitude, inasmuch as it had failed to discourage men from voting by its policy of non-cooperation.

The voting of the Salem Maritime and the Lone Jack was therefore conducted aboard ship in the manner prescribed by the

NLRB. The ninth ship, the Government Camp, was polled by mail ballots.

A last ditch attempt by the company to halt counting of the ballots failed, when Federal Judge Simon Rifkind set aside on April 20 a temporary injunction obtained by 12 CTMA men on the grounds that they had received no notice of the election.

Among the petitioners was David Furman, principal organizer for CTMA who was exposed in the SEAFARERS LOG as a Cities Service front man.

STUNT FAILED

In this maneuver the company tried to make it appear that CS employees, and not the company, were taking the action. However, Judge Rifkind ruled that the Federal District court had no jurisdiction in the matter.

Counting of the ballots was then begun on April 15, in the NLRB regional office here, and the SIU victory was announced shortly thereafter.

Meanwhile, the SIU strongly advised all pro-Union men aboard Cities Service vessels to remain on their ships until the Union is certified and a union contract is negotiated.

Union organizers pointed out that the company is making vigorous efforts to replace men with known pro-Union leanings.

The era of company abuse and intimidation of its unlicensed personnel is rapidly approaching the end and union sympathizers should stay on the ships until the fight is completely won, the SIU organizers said.

WARNING TO PILFERERS

Any crewmember found pilfering ship's gear is subject to charges by the membership of the SIU.

Crews of all SIU-contracted ships are reminded that in line with SIU policy, anyone caught walking off a vessel with ship's gear, such as linen, food and equipment, is to have charges placed against him by the ship's delegates and crew.

The SIU fought too hard for the high quality of equipment and food aboard ships to allow any irresponsible characters to jeopardize the union's gains. Although the amount of gear disappearing from SIU ships is the lowest in the industry, pilfering on SIU ships must be wiped out completely.

Port Wilmington Shipping Good

By ERNEST TILLEY

WILMINGTON — With one week behind me as the new agent in this Branch, I'll try to give the slowdown on this area, aided by Max Byers, former agent.

Since the last report shipping has continued to be excellent. We are finding ourselves short of green ticket ABs and rated men in the Stewards Department. Six ships were contacted during the past week and replacements put aboard them all.

We can use men holding the tickets listed above, but that does not constitute an invitation to gashounds and performers. Birds of this type will find the climate warm, but the reception cool.

Not only is the SIU cracking down on the gashounds, but the police here are running in everyone they see staggering around the streets, as a couple of Brothers have found out.

The Steel Chemist is in drydock here following a stint on the rocks of San Nicholas Island. It'll be a little while before she'll be back in operation.

Until recently this port was operated through the San Francisco Branch, but now it has been accorded full status as a Branch in itself. We'll try to keep the membership abreast of the shipping and news of importance coming out of the Los Angeles-Wilmington area.

CHIN SPROUTS

One bit of local color is the fiesta being held in San Pedro now. The local males are required to raise beards for the occasion, or go to the hoosegow for a couple of hours.

I hadn't intended to enter the festivities, but I could easily qualify with this crop of chin wool I'm sporting. It wasn't intentional, I just haven't had time to exercise my razor.

The only oldtimers to be found here in this period of somewhat lush shipping are the following: Johnny Gallagher, Red Kirk, Shorty Odom and Bob McCulloch. We don't expect to have them on hand either by the time the next report is written.

Baltimore Reports Jobs Aplenty

By BENNIE GONZALES

BALTIMORE — For the past two weeks we've been enjoying excellent shipping, so good that at the moment there are many jobs on the board with no takers. This most enjoyable state of shipping is expected to continue into the coming week. Beyond that we'll make no prediction.

We paid off the following ships, all of which were in good shape: Marquette Victory, Steel Seafarer, Steel Fabricator, Isthmian; Firmore, Venore, Chilore, Feltore, Ore Line; Mae and Evelyn, Bull; Seamar and Marymar, Calmar; Telfair Stockton, Oro Navigation; Carabulle, Cuba Distilling; Daniel Lownsdale, Waterman; Algonquin Victory, St. Lawrence Navigation; Marine Arrow, Robin.

The sign-on list isn't as long, but it is still an impressive parade. We cleared the Malden Victory, Fairland, Daniel Lownsdale, Waterman; Steel Maker, Steel Worker, Steel Seafarer, Isthmian; Telfair Stockton, Oro

AFL BUTCHERS THANK SIU FOR 'OUTSTANDING SUPPORT'

Amalgamated Meat Cutters and Butcher Workmen of North America

AFFILIATED WITH A.F.O.F.L.



201 N. WELLS STREET
CHICAGO 6, ILLINOIS

CARL W. JIMERSON
INTERNATIONAL PRESIDENT
PATRICK E. GORMAN
INTERNATIONAL SECT. TREAS.

April 4, 1949

Mr. C. J. Stevens
Assistant Business Agent
Seafarers Union
523 Bienville Avenue
New Orleans, Louisiana

Dear Brother Stevens:

Our Vice President Sam Twedell advised us by letter that your Organization has given him outstanding support in our campaign to organize meat store employees in New Orleans. He advised also that your local union furnished George H. McFall as a Picket Captain.

I want to thank you very warmly for this fine support and I wish you would extend our deep appreciation to Brother McFall for the fine work he did for us. We hope at some time in the future to be able to return the favor to some of your local unions who may need help.

With kind personal regards, I remain

Fraternally yours,

Secretary-Treasurer

PEG:el

In line with the SIU Atlantic and Gulf District's traditional policy of giving aid to other trade unions whenever possible, the Union's New Orleans Branch has been backing the Amalgamated Meat Cutters and Butcher Workmen, AFL, in its drive to organize that city's meat store employees. In the letter reproduced above, Patrick E. Gorman, Secretary-Treasurer of the Meat Workers Union, expresses his organization's appreciation to SIU.

Cities Service Victory Cheers New York

By JOE ALGINA

NEW YORK — Joy is mixed with gloom this week in New York.

While the membership is celebrating the SIU's victory in the Cities Service election, they're bitter over the rejection of Bernstein Steamship Line's bid to charter a passenger ship. On top of this, shipping has lost its zip and is moving at a slow pace.

Bernstein had intended to charter the P-2 General Meigs to put into trans-Atlantic service

while he awaited subsidy approval of his plans to operate two P-2s—which he would buy—in the trans-Atlantic service.

While there is still a good possibility that he'll receive approval of his subsidy and eventually run passenger ships to Europe, our hopes of putting one into operation this spring have been dashed.

The reason given for turning down Bernstein's charter application was a report by the Coast Guard that the Meigs would need extensive repairs.

No date has been set for the Maritime Commission to rule on Bernstein's subsidy bid, so we don't look to any help in shipping from that source before early autumn.

On the payoff front we handled the following ships during the last period: Helen, Suzanne, Edith, Frances, Emilia, Elizabeth and Kathryn, Bull; Steel Surveyor, Isthmian; Oshkosh Victory, Loyola Victory, Bessemer Victory and Afoundria, Waterman; New London, Arctic Tankers; Strathmore, Strathmore Shipping Company (destined to lay up for awhile); Colabee, American-Hawaiian; Evistar, Intercontinental; Seatrain New York and Havana; Coral Sea, Coral Sea Steamship Company, and John Gillis, Smith & Johnson. The Gillis was the first Smith & Johnson ship to hit this port in over a year.

BUCKO ENGINEER

We signed on an almost equal number of vessels, all without hitch, though a beef came up after one of them left port.

The Chief Engineer of the Sea Trader booted an Oiler off the ship a few minutes before sailing time. It was learned that the the Chief Engineer didn't

like the man for some petty reason, and decided he'd make the trip short a man in the black gang. The beef was settled with the company footing a bill for one month's wages for the man.

This same Engineer pulled a similar caper on an earlier trip, when he demoted an engine room man. That time it cost the company the difference in wages, plus overtime. This Engineer is proving to be an expensive luxury for the company to maintain.

OTHER SIGN-ONS

The other sign-ons were: Steel Executive, Steel Surveyor, Isthmian; Raphael Semmes and Afoundria, Waterman; Robin Grey and Robin Doncaster; the John B. Marion; New London; Coral Sea; Seatrain Texas; Inez, Bull. The Inez, formerly the Agwicomet, took a full crew.

Despite the fact that a gangway watch is put on a ship for only two reasons—to keep people from walking off with ship's gear and to keep unauthorized persons from the vessel—a lot of men on gangway watch let anyone and everyone on the ship.

When a crew finds the gangway watch picking his teeth instead of picking out the phonies, they should crack down on the offender. The job was created for the protection of ship's and personal gear.

Before signing off, it wouldn't be right not to give a word of thanks for the fine job of organizing done by the Seafarers aboard the ships of Cities Service.

The first election showed a clear-cut win, when the SIU picked off over 80 percent of the votes. This recent election showed it was no fluke, when almost 90 percent went in favor of the SIU.

Mobile Expects Shipping Rise

By CAL TANNER

MOBILE — The pace of shipping in this port continued slow during the period since the last report, with but six ships paid off and five signed on during the past week.

We paid off the Wild Ranger, Noonday, Iberville, Waterman; the Corsair and Pointer, Alcoa, and the Steel Ranger, Isthmian.

Sign-ons were the Corsair, Wild Ranger and Iberville, all on continuous articles; the Steel Ranger, headed for the Inter-coastal trade, and the Alcoa Pointer, headed for the bauxite run.

In-transit ships were the Patriot, over from New Orleans in good shape, and the Kyska, in from the Texas coast.

We've heard a rumor—there's no telling how accurate it is—that Waterman intends to put three additional ships into service carrying coal.

If it's true, we figure it is because of the battle the SIU and organized labor waged against Hoffman to see that at least 50 percent of the ECA cargoes were carried in American ships.

According to newspaper reports, the amount of cargo being carried in American ships has increased greatly in recent weeks. It looks like our battle for more American shipping in ECA may pay off in more jobs for the membership.

At the Marine Hospital here the following Brothers are now tied up for major and minor repairs: J. B. Berrier, E. C. Higginson, J. P. Buckelew, Tommie Wilkins and Ernest Jarrett.

Before signing off for the week, a quick rundown of the oldtimers on the beach shows the following: D. Dougherty, W. Aplin, F. St. Mary, D. Mitchell, E. Lamb, J. L. Webb, L. F. Davis, G. A. Oberry, G. Stroecker, E. A. Wright, S. Luttrell and J. Parks.

Tacoma Seafarers Get The Real Shakes

By WILLIAM MCKAY

TACOMA — It'll be a long time before the people around here will forget the rumpus of two weeks ago when we were hit by an earthquake. Here at the Hall the Brothers were beating their gums about conditions in general, when suddenly the deck heaved up and the building began to shake like it had the DTs.

Some guy hollered, "Earthquake," and we lit out of here on the double. Everyone abandoned ship in two seconds flat and lit out for the wide open spaces.

While speeding down the street I happened to look up and saw the top of an old hotel start to come down. When I saw that I shifted gears and turned on the supercharger.

After tremors of over 30 seconds, the quake ended. Oldtimers around here have told me it was the roughest ever experienced. I hope it is the last.

As a precaution we have both doors of the Hall wide open for quick exits. Except for a little plaster that fell from the ceiling, the Hall came out okay. The men around here are now asking if we qualify for risk bonus in this area.

Panama Flag Ships Show Abnormal Growth

The remarkable growth in the shipping under the Panamanian flag has been viewed with uneasiness ever since the economic depressions of the inter-war period.

Before 1924, Panama had a merchant navy too insignificant to be separately listed in international shipping statistics. In that year it makes its first appearance in the statistical tables of Lloyd's Register, with only 15 ships of 85,593 tons gross.

But by 1939, before the outbreak of the last war, Panamanian shipping had already increased tenfold: 159 ships totalling 717,525 tons gross.

When figures became available again after the second world war, Panama was seen to rank, in terms of registered tonnage, among the sizeable maritime nations.

It is true that the postwar statistics still give but an incomplete picture, and that the lack of data for the intervening years makes comparisons difficult, but the growth of Panamanian shipping is clearly revealed.

According to Lloyd's Register, the number of ships registered in Panama was 369, totalling 1,720,260 tons gross at July 1, 1947.

The United Kingdom Chamber of Shipping puts the figure at 446 ships totalling 2,458,000 tons gross at December 1947, of which 291 were dry cargo ships totalling 1,274,000 tons gross and 155 tankers totalling 1,184,000 tons gross. (Ed. Note: Some recent estimates give Panama a total close to 4,000,000 gross tons.)

It will be observed that tankers account for a high proportion of the Panamanian tonnage.

Their presence on the Panamanian register is indirectly due to the stipulation, which was made by some oil-important countries, that the oil they purchased should be carried in ships under their own flag, and which resulted in the oil companies registering their fleets in different countries.

TONNAGE GROUPING

During the war, however, many of these tankers were re-registered in Panama, where they have since remained, apparently joined by others.

The tonnage grouping of 347 Panamanian ships listed in Lloyd's Register 1947-48 was as follows:

Gross Tonnage	Number of ships
500-1,000	30
1-3,000	66
3-4,000	44
4-5,000	26
5-10,000	160
Over 10,000	21

That Panama's present merchant navy is disproportionate is evident. The external trade of this Central American Republic, with a population of not much more than half a million, is negligible.

1940 imports amounted to \$24,000,000 and exports to \$4,000,000. The heavy adverse trade balance, which seems to have been a regular feature for the past ten years, is mainly with the United States, and is due to the import of consumers' goods for sale to the Canal Zone personnel and to the big transient population.

In 1942, for instance, of the total imports of \$38,000,000 about 75 percent came from the United States, which also took 98 percent of the \$2,250,000 of exports.

LAW VIOLATED

Nor is Panama a nation with any seafaring tradition to speak of, for the ships sailing under the Panamanian flag are almost entirely manned by crews of other nationalities.

It is true that the Panamanian law stipulates that 25 percent of the crews of Panamanian ships shall be of Panamanian nationality—until re-

This study of the Panamanian shipping situation was released by the London headquarters of the International Transportworkers Federation, the international body organizing the scheduled boycott of Panamanian ships. The boycott, which was unanimously endorsed by the Fourth Biennial Convention of the Seafarers, will be worldwide in extent. Final plans are to be drafted at a London meeting now in progress. The members of the American Boycott Committee, formed on April 5, are: Joseph P. Ryan, President of the International Longshoremen's Association; John Owens, Secretary of the ILA; Paul Hall, Secretary-Treasurer of the SIU, A&G District; Morris Weisberger, East Coast Representative of the SUP; Captain Tommy Atkins, President of Local 88 of the MM&P; and Fred Howe, General Secretary-Treasurer of the Radio Officers Union.

cently the figure was 10 percent—but an exception clause permits the hiring of seamen of other nationalities if no Panamanians are available.

In practice it therefore matters little whether the law prescribes 10 or 25 percent.

The beginnings of the drift of ships of various nationalities towards the Panamanian flag date back to the shipping slumps of the inter-war period.

The volume of shipping space had outstripped the volume of trade to be carried, the competition for freights became more and more acute, and the transfer of ships to certain flags was one of the expedients devised for gaining an advantage in the struggle.

The reasons are not far to seek. In the traditional maritime countries, protective legislation had been progressively developed, and the survey requirements to which shipowners had to conform were of an exacting nature and provided safeguards to seafarers, shippers and the travelling public.

In these countries, taxation also was a heavy charge on the shipowners. Seafarers had organized themselves in trade unions, and were no longer at the mercy of the shipowners as far as the fixing of working and social conditions was concerned.

REASONS FOR SWITCH

Ships which could be registered under a flag where the owners were free from restrictions clearly had an advantage over others.

Generally speaking, they could accept lower freight rates where the struggle for cargoes was keen.

Besides, the benefits of such registry have in recent years included the earning of higher freight rates in trades in which owners subject to strict control have not been able to engage.

Panama was a suitable country for the purposes of shipowners concerned with immediate advantage rather than long-term effects.

As a country practically without any external trade of its own, and without any background of maritime practice and tradition, there was no question of its ratifying or enforcing the various international conventions.

Such maritime legislation as was to be found on its statute book was ineffective. By registering ships in Panama, or by creating straw companies which ostensibly bought them, as well as by other devices, owners could reap the advantages of an unscrupulous practice.

The advantage of the transactions to Panama itself is probably mainly financial—for the service of placing ships on a largely fictitious register it collects a registration fee (at present an initial tax of \$1 per ton plus an annual tax of \$0.10 per ton)—and possibly to exaggerate the importance of Panama as a maritime country at International Maritime Conferences.

The second world war brought a development of a different character to complicate the position.

The American Neutrality Act forbade U.S. ships to enter the ports of belligerent countries, and ships were transferred to the Panamanian flag in order that shipping operations with the countries at war might continue.

Then, when after the war American began to sell surplus tonnage, a number of these ships were acquired by Greek owners, who did not wish to return to their own country because of the uncertain political situation in Greece at the end of the war, and the fear of confiscation in the event of a Communist revolution, and proceeded to place their ships on the Panamanian register.

Connected with this position is the fact that American ships have been sold abroad on condition that they are placed on the Panamanian register until the price has been paid in American currency, a condition which is linked up with the question of trade balances. Such explanations, however, if valid at all, cannot justify the permanent retention of tonnage on the Panamanian register.

INJURIOUS TO CREWS

Little weight, also, can be attached to other explanations offered to justify the growing practice of tonnage transfers. In a number of cases, notably of British, Norwegian and Swedish owned ships, it has been urged that the crews enjoy full safeguards in respect of social provisions and the settlement of disputes, but it is hard to see how such safeguards can operate in practice.

Actually cases can be cited by seafarers' unions of members who have been discharged from Panamanian ships on account of illness without any claim to compensation of any kind.

Employment contracts, further, contain a clause which permits of dismissal of men for "neglect of duty."

This clause is supposed to be based on Article 1223 of the Panamanian Maritime Law, but unions claim that it has not been possible to ascertain what the Article provides.

In effect under the employment contracts men have been dismissed at the whim of Master or owner without there being any means of redress.

In this connection mention may be made of other complaints made about Panamanian ships and obnoxious practices to which they lend themselves.

Information in our possession points to the use of these ships for the smuggling of arms and men into areas of unrest such as Palestine and Albania.

DEFENSE IS WEAK

These reports also speak of owners who accept bribes from men who, for some reason or other, are prepared to pay to obtain employment in Panamanian ships.

Sometimes it is claimed that the tonnage transferred to Panamanian registry is old. Presumably it is implied that this in some way justifies the measure.

But seafarers do not agree. Either a ship is fit to operate at sea or she is not.

If not, then she should be scrapped in the interests of all concerned; in the other event, the objections formulated are equally as valid in the case of obsolete tonnage as they are in that of ships built more recently.

So much for the motives behind the startling growth of the merchant shipping of a tiny Central American republic, which in the past was a negligible quantity as far as maritime enterprise was concerned.

Although it has been said above that the avoidance of higher wages and better conditions of employment for the crews is one of the main

(Continued on Page 15)

CSU Action Was 'Strike For Strike's Sake'

Tonight we bring you the story of a strike that is not a strike, called by a dying outfit which calls itself a "union." Picketlines have been established and gangs of armed hoodlums roam the streets. No question of wages or conditions is involved, yet hundreds of men are faced with the permanent loss of their jobs, just to satisfy the communist few who pull the strings.

This, we believe, is a story without parallel—the strange picture of a strike for strike's sake, a foul political demonstration such as only the communist party is capable of. Such misconceived action can end only in disaster and, unfortunate though it may be, the real sufferers will be the misguided CSU seamen and Canadian shipping. Then, when all is lost, the communist leaders like the proverbial Arab, will "fold their tents and silently steal away."

Every development in the so-called strike by the CSU, against the deep sea ships contracted to the SIU Canadian District, has borne out what has been the SIU's contention regarding the CSU ever since the CSU first came under the influence of the communist party.

Everything the CSU has said or done since they commenced their phony action has raised the question: Are the CSU leaders interested in the welfare of the Canadian seamen, or are they out to destroy the Canadian merchant marine, to advance the aims of the communist party on the world's waterfronts?

DELIBERATE ERRORS?

Last night, you will recall, we reviewed the seven basic strategic and tactical errors the CSU officials made. Or were they errors? The mistakes were too elementary to have been accidental on the part of supposedly smart union officials, as we clearly showed.

All through the strike, all through the events leading up to the strike and, in fact, all through the years, the communist officials of the CSU have practiced a consistent policy of misleading and lying to the rank and file for their own purposes.

Take the so-called issue on which the "strike" was called. The fact is, there was no strike issue. There is no strike. After a Conciliation Board had proposed a contract to which even the CSU's hand-picked representative had agreed, those CSU leaders solemnly thereupon threatened to call a strike because the contract included a "wage reduction" and would "destroy the union hiring hall." The membership naturally became steamed up by the prospect of a wage cut.

Who wouldn't be?

The only trouble was that no wage cut ever was proposed.

The only trouble was that there never was a proposal to destroy the union hiring hall.

The SIU Canadian District signed the very contracts, so far as wages and the hiring hall were concerned, as the Conciliation Board proposed and the CSU rejected. That wage scale is based on 170 dollars a month for Able Seamen, and it is not a reduction.

CSU officials brag to their members that they have signed a tanker contract, calling for \$185 a month for Wheelmen on the Great Lakes. But they neglected to mention that this contract covers only 4 ships. These four ships compare poorly with the Canada Steamship's 61 ships, Sarnia Steamship's 11 ships and Colonial Steamship's 11 vessels, which the CSU lost on the Lakes to the SIU Canadian District.

The SIU has well over a total of 100 contracted vessels at this moment—and on all those vessels the Wheelmen's wages are \$200 per month.

Quite a bit of difference, don't you think?

But why did the CSU call its phony strike? There is only one possible answer. The CSU men wanted disruption. The only trouble is that they are the ones who have been disrupted.

NO ANSWERS TO QUERIES

For the past week, the SIU has been putting it up to the CSU leaders to answer a few questions for the benefit of the rank and file.

Apparently the CSU rank and file are now putting these questions to their leaders. Judging by the way the rank and file CSU members have been contacting the SIU Canadian District's temporary headquarters, they haven't cared much for the answers they have been receiving from the CSU leadership.

Actually they have agreed with the Seafarers' answers. The swing to the SIU is now on—and what is the answer from CSU officials to this pro-SIU swing? The answer is terror.

Yes—the communist leaders of the CSU have acknowledged by their actions that there is nothing they can do to answer the SIU, except to use violence.

Last night we heard of the beating of SIU members who were asleep in their bunks aboard a ship in Montreal. Before that, it was the vicious beating at McAdam. This is the only answer that the communist leaders of the CSU can think of. Any wonder, then, that these same leaders have proven themselves unfit to lead a Union?

The Canadian District has been sponsoring a series of nightly broadcasts aimed at keeping the seamen and citizens of Halifax informed of the strike fomented by the Canadian Seamen's Union. Last week's LOG carried the texts of the first four radio talks; this week the two succeeding talks are printed on this and the following page.

The broadcasts have been highly successful in throwing the spotlight on the corrupt administration, of the CSU, and the manner in which its communist leaders have used the membership to advance the communist cause.

Yet their terroristic campaign has had no effect. The SIU sailed every ship that has called for a crew. This morning as you all know, the SIU Canadian District, sent a full crew to the Sun Prince in Halifax harbor. This afternoon, word was flashed from Montreal that the overwhelming majority of the crew of the Lady Nelson has chosen the SIU over the CSU.

In an effort to offset the surging tide of the SIU sentiment, the CSU leaders are using lies and still more lies in addition to terrorism. Both techniques are old communist techniques.

When the crew of the Chandler voted overwhelmingly in favor of the SIU over the CSU a few days ago, the best the CSU officials in Halifax would admit was that maybe 3 or 4 men had voted the SIU way.

We wonder how these CSU officials will explain away the great majority of men aboard the Lady Nelson who expressed their preference for the SIU. Will they say, "Well, there were three or four men who voted for the SIU?"

The SIU has charged that the CSU has been inefficiently administered in every manner. The SIU has pointed out that a "Tag Day" is a pretty pathetic way for the leaders of the CSU to propose to raise the kind of money that is required for a long, costly strike.

PHONY LIBEL SUIT

We have charges that, if the funds and affairs of the CSU had been properly handled, there would be no need for Tag Day.

The only answer the communist leaders of the CSU have found is a fake libel suit. They used libel suits last year, as well as when they were losing out on the Lakes. All the suits were later ruled out.

All they can hope to accomplish through a libel suit, is to be able to say to those fast-dwindling few in the CSU who still believe what their leaders tell them, "Everything you hear about us is a lie. To prove it we are to bring suit..."

As a matter of fact, the SIU Canadian District has been fighting the communists for a long time, as have the other Districts of our Union. On the basis of experience, we can, we believe, come pretty close to predicting what the CSU will do next. We draw our conclusions from what we have seen of communist tactics in general, and CSU tactics in particular, in the past.

The first thing they will do now is embark on a face-saving campaign. They will do this in a number of ways.

First, they will try to disarm the internal opposition with their phony libel suits and similar tricks to "prove their virtue."

Second, they will try to stir up sympathy for themselves.

Third, they will kick dead horses.

The dead, horse technique is one we can expect to see used widely. One of their favorite whipping boys will be the late and unlamented Adolf Hitler.

They have already started this. CSU members, who have inquired of their leaders about the charges leveled by the SIU, have been told, "Don't pay any attention to the SIU, they're just using Hitler's propaganda methods."

Now Adolf Hitler was a monster and a scourge, and the SIU hates everything he ever did or stood for. In fact, several thousand members from Canada and the States went to their deaths in the war against Adolf Hitler.

But we wonder why it is that Hitler is dragged in, to the exclusion of Joseph Stalin—the man who made the treaty with Hitler, that was the "go ahead" signal that allowed Hitler to start the war in 1939. Hitler never used a propaganda technique that the communists have not used at one time or another, for purposes just as foul as Hitler's.

The communist officials of the CSU can be expected to whip up sympathy for themselves with a variety of tricks, all of which are transparent to those who have been going up against them for years, as the SIU has.

They will make the martyrs of themselves. They will dream up parallels between their own position, and that of persons for whom the general public has legitimate sympathy. In other words, "First we are beaten, then all trade unions are beaten." Don't you recognize the line?

They will accuse officials in Ottawa and elsewhere of bias. They will claim that foreign powers are exerting their influence against them.

Certainly the communist officials of the CSU will do their utmost to minimize every loss they have suffered.

They will say that every ship, including the Sun Prince which has just obtained a Canadian crew, is unimportant. That was what they said last year when we defeated them on the Great Lakes. They kept saying it until the end. And then there was nothing at all for them to say.

They will expand at great length on their libel suit, which is also what they did on the Lakes last year. But what they won't say is that the libel suits on the Lakes came to nothing.

They will cry for protection by the police, forgetting that their habit of taking the law into their own hands resulted in the atrocity at McAdam, where a communist directed CSU goon squad broke into a hotel to beat up sleeping members of the SIU.

Why do we make these predictions? Because we have fought the communists since 1938 and have learned their ways. What they don't do tonight, they will do tomorrow.

Let's get away from the present situation for a moment, and go back through the past 10 years, and see how the communist leaders of the CSU have acted in the past.

Originally, the CSU was a part of the SIU. But in the early forties the CSU fell completely into the control of men whose first allegiance was to the communist party, not to the Canadian seamen. Since one of the pillars of the SIU policy, from the beginning of 1938 to the present day, was opposition to the communist party, the next event was inevitable.

At the SIU's convention in New Orleans in 1944, the CSU was ousted from the SIU, when the CSU leaders who were present at the convention refused to disavow their sympathies with the communist party.

It was then that CSU officials began to step up their pro-communist activities, which in its present stage is clearly directed at disruption, if not destruction, of the Canadian Merchant Marine.

They began an all-out campaign to eliminate the anti-communists from their ranks. They did not succeed entirely but they forced many a Canadian seaman across the border into the United States. Others they kept silent by brutal beatings, such as we have seen in Halifax and Montreal in recent days, and by threats to wives and children.

So active in promoting the interests of the communist party in Canada did the CSU leaders and their henchmen become, that the CSU became the communist party's most trusted union in Canada, and served as a refuge for many top party members who needed protection, transportation or some other service.

A NEW ERA OPENS

But all that is past and gone. The CSU is now on its way out. The SIU Canadian District is here to stick.

We have the deep sea ships under contract, and our Union not only has the reputation of having the finest contracts in maritime, but it has the reputation for living up to those contracts scrupulously.

Tag Days, libel suits and cries of red-baiting will not keep us out. The record of the last two and a half weeks is a demonstration of that.

The rank and file of the CSU is flocking to our temporary headquarters and, when we establish our permanent headquarters this week, we expect that many will come to register for jobs, and join a Union which puts the welfare of seamen first and does not tolerate politicalism of any kind.

The rank and file of the CSU will flock to a Union which does not collect assessments at every turn-around of a ship, but on a basis fair to everybody after the assessment has been approved by secret ballot. Can the CSU match that?

They will flock to a Union whose financial accounts are posted in all Union Halls every week. Can the CSU match that?

They will flock to a Union which does not spend all its money on elusive legal fees. To a Union whose officials do not order strikes in foreign ports, or strikes that must be financed by Tag Days.

They will flock to a Union whose officials do not invent strike issues that do not exist.

The unity of United States and Canadian seamen in the SIU, together with their British, Scandinavian and other European affiliates of the International Transportworkers Federation, is labor's own front line pact against communism—a unity that in the full sense of justice cannot and will not fail to triumph.

SIU Canadian District Offers Program

Last night we told you something about communist strategy and tactics that the CSU and other communist controlled unions normally employ, and we also told you what we expected the CSU to do on the basis of past experience.

Now we find that our predictions are being confirmed. Take this Tag Day business, for instance.

From the moment the Tag Day was announced, we have maintained that, at this stage of the CSU's strike—which-is-not-a-strike, there should be money enough in the CSU's treasury to carry on for awhile.

If there isn't money enough, those communist officials never should have commenced their action in the first place—that is, if they had any idea of playing to win and not just to disrupt.

To go into a strike action—even a phony strike action—without money enough in the bank to see you past a period of less than three weeks is irresponsible leadership, and in one way of selling out the rank and file of any organization.

BECLoudING MANEUVER

Actually the Tag Day is itself a maneuver to win sympathy by clouding the issues. This, as we told you last night, is a typical communist trick.

This has been confirmed today. We even heard it over the radio. The CSU leaders have seized on the completely false notion that the SIU Canadian District will not ship Haligonian seamen. Of course we'll ship Haligonian seamen. Why shouldn't we?

Actually, the SIU Canadian District has made it clear all along that it welcomes any non-communist seamen of the CSU to visit our new Halifax office when it opens. Come on in and sign up, we have said. If you come from Halifax, fine. Ship from your own home town.

Something that the CSU overlooks, is the fact that the crew lists of the ships we have supplied with crews reveal that we have shipped 100 percent Canadian crews. The Department of Immigration has confirmed this fact in a public statement.

At any rate, we repeat what we have said before. There is a better way than Tag Day for jobless CSU members to get up the money to support themselves and their families. That is to join the SIU Canadian District the Union that is interested in wages and conditions—not politics. Don't let CSU spokesmen cloud the issue!

The communist leaders of the CSU have attempted to cloud other issues, too. Last night, they singled out the Hiring Hall clause in the present contract between the steamship companies and the SIU Canadian District.

That is the same Hiring Hall clause which the CSU leaders rejected. It is also the same Hiring Hall which the CSU's national secretary announced, on April 12, that he would like to accept.

Perhaps this fact is not generally known. But in Toronto, on April 12, the national secretary of the CSU suddenly announced that the CSU leadership was ready to withdraw its objections to the contract the Board of Conciliation had recommended.

Apparently that news hasn't filtered through to the Halifax branch of the CSU yet, or at least hadn't filtered through as late as yesterday.

HIRING HALL OUTLINED

For we heard the Hiring Hall in our contract denounced as being virtually no contract at all. Then we heard a great deal more that had nothing to do with the Hiring Hall at all.

Now let's see what this Hiring Hall does.

Actually it is a very strong Hiring Hall.

The Hiring Hall requires that a man be a member of the Union before he can be sent to a job on a ship. This is the closed shop, pure and simple.

What greater protection can a union ask for its members?

The CSU complains that it does not provide any protection for crews paying off in United States ports. This is no complaint at all so far as the SIU is concerned.

Our reply is that the SIU's United States Districts have branches in all United States ports. Our United States Brothers always guarantee to force Canadian shipowners to supply Canadian seamen to Canadian ships. They always live up to their guarantee. They, too, are SIU. This is a guarantee that the CSU is in no position to make.

Now let us speak to the seamen of Halifax. We are in the process of opening permanent offices here in Halifax. Its location will be announced the day we are ready for business. The location will be an-

nounced over this station—so keep your sets tuned to this station at 9 PM, every evening and get the news.

Incidentally we understand that the communist party has ordered its hacks in the CSU to go to any lengths to prevent us from opening and maintaining a permanent office here. Moreover, we understand that, if we open the Hall, the communist party has ordered its hacks and hatchet men to destroy it. That is the tone of the several anonymous telephone calls we have received.

We call this to the attention of the citizens and officials of Halifax, so that you may know where to place the responsibility for any acts of violence committed, which may be the result of the communist party's orders.

We call this to your attention, because we have served notice on the communist leadership of the CSU that the Canadian District of the SIU is in Eastern Canada to stick.

We call this to your attention because it is the policy of the communist leaders to prevent their own misguided members from seeing how a democratic union operates other than by violence—by terror, by beating sleeping men with baseball bats, as they did yesterday in Montreal.

The SIU Canadian District feels that the time has come to lay down a program which it can offer to the seamen of Halifax. Let's put it on a 1-2-3 basis. Here is what the SIU Canadian District can give you:

First: A Union-controlled Hiring Hall with jobs for those Halifax seamen who are members of the SIU, or who wish to become members.

Second: Full time Union representation aimed solely at gaining greater social and economic security for seamen. In these matters we look to the future, not just to the present.

Third: International support from powerful friends whom the SIU possesses all over the world.

Fourth: The SIU offers Canadian jobs for Canadian seamen.

Fifth: The SIU Canadian District will offer a program for Canadian seamen, aimed at creating more employment for Canadian seamen by the following steps:

A—By shipping responsible Union crews, who will provide the efficient seamanship which will make the Canadian Merchant Marine itself a more efficient body. This, in turn, will result in more Canadian ships. It will, in effect, offer more of an incentive to Canadian operators to invest in greater operations.

UNEMPLOYMENT PROBLEM

B—By demanding larger crews to take up the slack in unemployment. One of the more tragic aspects of the CSU's current strike action is that it was taken at a time when unemployment was becoming an acute problem in Canadian ports. This unemployment problem must be solved. Increased manning scales will help a great deal.

C—By demanding better shipboard conditions. For instance, the SIU Canadian District will insist that larger quarters with better facilities be provided for Canadian seamen.

D—By insisting that the seamen of the SIU Canadian District run their own Union, and not leave the running of their affairs to political hacks and waterfront bums.

E—By insisting that the men of the SIU Can-

adian District press constantly for a better and more stable living for seamen.

For instance, the practice of pulling Canadian seamen off Canadian ships for imagined offenses against the Union—a practice the CSU has made a habit of—must be stopped. The CSU was not trying to protect Canadian seamen. On the contrary, the CSU was trying to discipline anti-communist seamen, and to discipline any man who tried to do his work in a neat and efficient manner.

F—Maintaining a Union newspaper edited for the benefit of seamen, a paper containing material about the technical, legal and other problems seamen face, a paper stressing the experiences seamen themselves undergo in the course of their work.

Such a paper would necessarily eliminate phony feature articles about such people as Henry Wallace from the United States, who, whatever else he may be, most certainly is not a maritime personality.

G—By insisting that the Union be dedicated to the proposition that going to sea is an honorable and responsible occupation.

H—By insisting that the Union use its economic power to improve the economic power of seamen, not to follow and promote the political aims of schemers who frequently are not even bona fide seamen, and have no legitimate right to serve as officials of a seamen's Union.

RECORD OF SIU IN US

There is our program. That is what we offer the seamen of Halifax.

You will ask—What are the chances that the SIU Canadian District can carry it through?

Let's take a look at the record.

The situation in Canada today is not unlike the situation in the United States merchant marine in the middle thirties.

At that time, the so-called leaders of the American merchant seamen's movement were the type of leaders now running the CSU. A number of them could not even show one year's discharges from ships. They just weren't seamen.

Yet they had confused and misled a great many American seamen into believing that their disruptive tactics were "necessary." They had perfected ways of systematically eliminating all internal opposition.

This was the atmosphere in which the Seafarers International Union of North America was born. The SIU, composed of stalwart anti-communist men, immediately started a program aimed—even as the Canadian SIU is now aiming—at achieving full economic and social freedom for seamen.

Did they get it? Well, here are some of the things they did get:

They raised the level from about \$37 a month for Able Seamen to the present American level of \$225, for base wages.

They also created the first Union-controlled Hiring Hall in the history of seafaring people.

They increased all manning scales by 45%.

They achieved freedom from following all kinds of dictated political twists.

They used their economic strength for the protection of seamen, and in support of the legitimate economic demands of other non-communist trade unions.

VICTORIOUS HISTORY

Through the years they fought the shipowners in strikes that are now milestones in the history of maritime labor on this continent. And they won those strikes—against the mighty P&O Lines, against Seatrains Lines, against the great and arrogant Isthmian Steamship Company. In 1946, they tied up the entire shipping industry of the United States on all coasts, when other unions meekly accepted a wage scale that seemed inadequate to the SIU.

And while they were scoring these great victories, they built internally along sound seamen's lines. As an illustration, they established as their own rule that to be an official a man must show a minimum of three years of seetime.

That is the Seafarers International Union, of which the SIU Canadian District is a part.

Is there any reason why the Canadian District cannot do for the seamen of Halifax and the rest of eastern Canada what the SIU has done for seamen elsewhere?

There is no reason why not. The SIU Canadian District can do what it sets out to do. We will do what we set out to do. Now is the time to start.

Canadian SIU Halls

The SIU, Canadian District, maintains Halls in the following Canadian Ports:

HEADQUARTERS, 512 McGill St., Montreal.

HALIFAX, 128½ Hollis St., Phone 3-8911

MONTREAL, 1227 Phillips Square, Tels. Plateau 6700 and Marquette 5909.

PORT ARTHUR, 63 Cumberland Street, Tel. North 1229.

PORT COLBORNE, 103 Durham St., Tel. 5591.

TORONTO, 1119 Jarvis St., Tel. Elgin 5917.

VICTORIA, B. C., 602 Boughton Street, Tel. Empire 4531.

VANCOUVER, 565 Hamilton St., Tel. Pacific 7824.

Permanent headquarters will be opened very shortly in Halifax. Meanwhile, the SIU in that city can be reached by calling the following numbers: 3-7231, Extension 403.

The Reactionaries are trying to put a "substitute" for the discredited Taft in many respects, the bill (introduced by Re) is even worse than the T-H Act. It with the rest of organized labor, is Lesinski Bill, which would restore the

House Of Representatives

Alabama

- 1 Frank W. Boykin (D)
- 2 George M. Grant (D)
- 3 George W. Andrews (D)
- 4 Sam Hobbs (D)
- 5 Albert Rains (D)
- 6 Edward deGraffenreid (D)
- 7 Carl Elliott (D)
- 8 Robert E. Jones, Jr. (D)
- 9 Laurie C. Battle (D)

Arizona

- 1 John R. Murdock (D)
- 2 Harold A. Patten (D)

Arkansas

- 1 E. C. Gathings (D)
- 2 Wilbur D. Mills (D)
- 3 James W. Trimble (D)
- 4 Boyd Tackett (D)
- 5 Brooks Hays (D)
- 6 W. F. Norrell (D)
- 7 Oren Harris (D)

California

- 1 Hubert R. Scudder (R)
- 2 Clair Engle (D)
- 3 Leroy Johnson (R)
- 4 Franck R. Havenner (D)
- 5 Richard J. Welch (R)
- 6 George P. Miller (D)
- 7 John J. Allen, Jr. (R)
- 8 Jack Z. Anderson (R)
- 9 Cecil F. White (D)
- 10 Thomas H. Werdel (R)
- 11 Ernest K. Bramblett (R)
- 12 Richard W. Nixon (R)
- 13 Norris Poulson (R)
- 14 Helen Gahagan Douglas (D)
- 15 Gordon L. McDonough (R)
- 16 Donald L. Jackson (R)
- 17 Cecil R. King (D)
- 18 Clyde Doyle (D)
- 19 Chet Holifield (D)
- 20 Carl Hinshaw (R)
- 21 Harry R. Sheppard (D)
- 22 John Phillips (R)
- 23 Clinton D. McKinnon (D)

Colorado

- 1 John A. Carroll (D)
- 2 William S. Hill (R)
- 3 John H. Marsalis (D)
- 4 Wayne N. Aspinall (D)

Connecticut

- 1 Abraham A. Ribicoff (D)
 - 2 Chase Going Woodhouse (D)
 - 3 John A. McGuire (D)
 - 4 John Davis Lodge (R)
 - 5 James T. Patterson (R)
- AL Antoni N. Sadlak (R)

Delaware

- AL J. Caleb Boggs (R)

Florida

- 1 J. Hardin Peterson (D)
- 2 Charles E. Bennett (D)
- 3 Robert L. F. Sikes (D)
- 4 George A. Smathers (D)
- 5 A. S. Herlong (D)
- 6 Dwight L. Rogers (D)

Georgia

- 1 Prince H. Preston, Jr. (D)
- 2 E. E. Cox (D)
- 3 Stephen Pace (D)
- 4 A. Sidney Camp (D)
- 5 James C. Davis (D)
- 6 Carl Vinson (D)
- 7 Henderson Lanhan (D)
- 8 W. M. (Don) Wheeler (D)
- 9 John S. Wood (D)
- 10 Paul Brown (D)

Idaho

- 1 Compton I. White (D)
- 2 John Sanborn (R)

Illinois

- 1 William L. Dawson (D)
- 2 Barratt O'Hara (D)
- 3 Neil J. Linehan (D)
- 4 James V. Buckley (D)
- 5 Martin Gorski (D)
- 6 Thomas J. O'Brien (D)
- 7 Adolph J. Sabath (D)
- 8 Thomas S. Gordon (D)
- 9 Sidney R. Yates (D)
- 10 Richard W. Hoffman (R)
- 11 Chester A. Chesney (D)
- 12 Edgar A. Jonas (R)
- 13 Ralph E. Church (R)
- 14 Chauncey W. Reed (R)
- 15 Noah M. Mason (R)
- 16 Leo E. Allen (R)
- 17 Leslie C. Arends (R)
- 18 Harold H. Velde (R)
- 19 Robert B. Chipfield (R)
- 20 Sid Simpson (R)
- 21 Peter F. Mack, Jr. (D)
- 22 Rolla C. McMillen (R)
- 23 Edward H. Jenison (R)
- 24 Charles W. Vursell (R)
- 25 Melvin Price (D)
- 26 C. W. (Runt) Bishop (R)

Indiana

- 1 Ray J. Madden (D)
- 2 Charles A. Halleck (R)
- 3 Thurman C. Crook (D)
- 4 Edward H. Kruse, Jr. (D)
- 5 John R. Walsh (D)
- 6 Mrs. Cecil M. Harden (R)
- 7 James E. Noland (D)
- 8 Winfield K. Denton (D)
- 9 Earl Wilson (R)
- 10 Ralph Harvey (R)
- 11 Andrew Jacobs (D)

Iowa

- 1 Thomas E. Martin (R)
- 2 Henry O. Talle (R)
- 3 H. R. Gross (R)
- 4 Karl M. LeCompte (R)
- 5 Paul Cunningham (R)
- 6 James I. Dolliver (R)
- 7 Ben F. Jensen (R)
- 8 Charles B. Hoeven (R)

Kansas

- 1 Albert M. Cole (R)

Kentucky

- 1 Noble J. Gregory (D)
- 2 John A. Whitaker (D)
- 3 Thruston Ballard Morton (R)
- 4 Frank L. Chelf (D)
- 5 Brent Spence (D)
- 6 Thomas R. Underwood (D)
- 7 Carl D. Perkins (D)
- 8 Joe B. Bates (D)
- 9 James S. Golden (R)

Louisiana

- 1 F. Edward Hebert (D)
- 2 Hale Boggs (D)
- 3 Edwin E. Willis (D)
- 4 Overton Brooks (D)
- 5 Otto E. Passman (D)
- 6 James H. Morrison (D)
- 7 Henry D. Larcade, Jr. (D)
- 8 A. Leonard Allen (D)

Maine

- 1 Robert Hale (R)
- 2 Charles P. Nelson (R)
- 3 Frank Fellows (R)

Maryland

- 1 Edward T. Miller (R)
- 2 William P. Bolton (D)
- 3 Edward A. Garmatz (D)
- 4 George H. Fallon (D)
- 5 Lansdale G. Sasser (D)
- 6 J. Glenn Beall (R)

Massachusetts

- 1 John W. Heselton (R)
- 2 Foster Furcolo (D)
- 3 Phillip J. Philbin (D)
- 4 Harold D. Donohue (D)
- 5 Edith Nourse Rogers (R)
- 6 George J. Bates (R)
- 7 Thomas J. Lane (D)
- 8 Angier L. Goodwin (R)
- 9 Donald W. Nicholson (R)
- 10 Christian A. Herter (R)
- 11 John F. Kennedy (D)
- 12 John W. McCormack (D)
- 13 Richard B. Wigglesworth (R)
- 14 Joseph W. Martin, Jr. (R)

Michigan

- 1 George G. Sadowski (D)
- 2 Earl C. Michener (R)
- 3 Paul W. Shafer (R)
- 4 Clare E. Hoffman (R)
- 5 Gerald R. Ford, Jr. (R)
- 6 William W. Blackney (R)
- 7 Jesse P. Wolcott (R)
- 8 Fred L. Crawford (R)
- 9 Albert J. Engel (R)
- 10 Roy O. Woodruff (R)
- 11 Charles E. Potter (R)
- 12 John B. Bennett (R)
- 13 George D. O'Brien (D)

Minnesota

- 1 August H. Andresen (R)
- 2 Joseph P. O'Hara (R)
- 3 Roy W. Wier (D)
- 4 Eugene J. McCarthy (D)
- 5 Walter H. Judd (R)
- 6 Fred Marshall (D)
- 7 H. Carl Andersen (R)
- 8 John A. Blatnik (D)
- 9 Harold C. Hagen (R)

Mississippi

- 1 John E. Rankin (D)
- 2 Jamie L. Whitten (D)
- 3 William M. Whittington (D)
- 4 Thomas G. Abernethy (D)
- 5 Arthur Winstead (D)
- 6 William M. Colmer (D)
- 7 John Bell Williams (D)

Missouri

- 1 Clare Magee (D)
- 2 Morgan Moulder (D)
- 3 Phil J. Welch (D)
- 4 Leonard Irving (D)
- 5 Richard Bolling (D)
- 6 George H. Christopher (D)
- 7 Dewey Short (R)
- 8 A. S. J. Carnahan (D)
- 9 Clarence Cannon (D)
- 10 Paul C. Jones (D)
- 11 John B. Sullivan (D)
- 12 Raymond W. Karst (D)
- 13 Frank M. Karsten (D)

Montana

- 1 Mike Mansfield (D)
- 2 Wesley A. D'Ewart (R)

Nebraska

- 1 Carl T. Curtis (R)
- 2 Eugene D. O'Sullivan (D)
- 3 Karl Stefan (R)
- 4 A. L. Miller (R)

Nevada

- AL Walter S. Baring (D)

New Hampshire

- 1 Chester E. Merrów (R)
- 2 Norris Cotton (R)

New Jersey

- 1 Charles A. Wolverton (R)
- 2 T. Millet Hand (R)
- 3 James C. Auchincloss (R)
- 4 Charles R. Howell (D)
- 5 Charles A. Eaton (R)
- 6 Clifford P. Case (R)
- 7 J. Parnell Thomas (R)
- 8 Gordon Canfield (R)
- 9 Harry L. Towe (R)
- 10 Peter W. Rodino, Jr. (D)
- 11 Hugh J. Addonizo (D)

New Mexico

- AL Antonio M. Fernandez (D)
AL John E. Miles (D)

New York

- 1 W. Kingsland Macy (R)
- 2 Leonard W. Hall (R)
- 3 Henry J. Latham (R)
- 4 L. Gary Clemente (D)
- 5 T. Vincent Quinn (D)
- 6 James J. Delaney (D)
- 7 Louis Heller (D)
- 8 Joseph L. Pfeifer (D)
- 9 Eugene J. Keogh (D)
- 10 Andrew L. Somers (D)
- 11 James J. Heffernan (D)
- 12 John J. Rooney (D)
- 13 Donald L. O'Toole (D)
- 14 Abraham J. Multer (D)
- 15 Emanuel Celler (D)
- 16 James J. Murphy (D)
- 17 Frederick R. Coudert, Jr. (R)
- 18 Vito Marcantonio (ALP)
- 19 Arthur G. Klein (D)
- 20 Vacant
- 21 Jacob K. Javits (R)
- 22 Adam C. Powell, Jr. (D)
- 23 Walter A. Lynch (D)
- 24 Isidore Dollinger (D)
- 25 Charles A. Buckley (D)
- 26 Christopher McGrath (D)
- 27 Ralph W. Gwinn (R)
- 28 Ralph A. Gamble (R)
- 29 Katharine St. George (R)
- 30 Jay LeFevre (R)
- 31 Bernard W. Kearney (R)
- 32 William T. Byrne (D)
- 33 Dean P. Taylor (R)
- 34 Clarence E. Kilburn (R)
- 35 John C. Davies (D)
- 36 Walter Riehlman (R)
- 37 Edwin Arthur Hall (R)
- 38 John Taber (R)
- 39 W. Sterling Cole (R)
- 40 Kenneth B. Keating (R)
- 41 James W. Wadsworth (R)
- 42 William L. Pfeiffer (R)
- 43 Anthony F. Tauriello (D)
- 44 Chester C. Gorski (D)
- 45 Daniel A. Reed (R)

North Carolina

- 1 Herbert C. Bonner (D)
- 2 John H. Kerr (D)
- 3 Graham A. Barden (D)
- 4 Harold D. Cooley (D)
- 5 Thurmond Chatham (D)
- 6 Carl T. Durham (D)
- 7 Ertel Carlyle (D)
- 8 Charles B. Deane (D)
- 9 Robert L. Dougton (D)
- 10 Hamilton C. Jones (D)
- 11 Alfred L. Bulwinkle (D)
- 12 Monroe M. Redden (D)

North Dakota

- AL William Lemke (R)
AL Usher L. Burdick (R)

cross the Wood Bill St-Hartley Act. In

(Rep. John S. Wood of Georgia)
the Seafarers, along
backing the Thomas-
the old Wagner Act.

WRITE YOUR CONGRESS-
MEN AND SENATORS—
NOW!
THE NAMES ARE LISTED
BELOW BY STATE AND
DISTRICT — TELL THEM
YOU WANT THE
THOMAS-LESINSKI
BILL PASSED!

Ohio

- AL Stephen M. Young (D)
1 Charles H. Elston (R)
2 Earl T. Wagner (D)
3 Edward Breen (D)
4 William M. McCulloch (R)
5 Cliff Clevenger (R)
6 James G. Polk (D)
7 Clarence J. Brown (R)
8 Frederick C. Smith (R)
9 Thomas H. Burke (D)
10 Thomas A. Jenkins (R)
11 Walter E. Brehm (R)
12 John M. Vorys (R)
13 Alvin F. Weichel (R)
14 Walter B. Huber (D)
15 Robert T. Secrest (D)
16 John McSweeney (D)
17 J. Harry McGregor (R)
18 Wayne L. Hays (D)
19 Michael J. Kirwan (D)
20 Michael A. Feighan (D)
21 Robert Crosser (D)
22 Frances P. Bolton (R)

Oklahoma

- 1 Dixie Gilmer (D)
2 William G. Stigler (D)
3 Carl Albert (D)
4 Tom Steed (D)
5 A. S. Mike Monroney (D)
6 Tobey Morris (D)
7 Victor Wickersham (D)
8 George Howard Wilson (D)

Oregon

- 1 Walter Norblad (R)
2 Lowell Stockman (R)
3 Homer D. Angell (R)
4 Harris Ellsworth (R)

Pennsylvania

- 1 William A. Barrett (D)
2 William T. Granahan (D)
3 Hardie Scott (R)
4 Earl Chudoff (D)
5 William J. Green, Jr. (D)
6 Hugh D. Scott, Jr. (R)
7 Benjamin F. James (R)
8 Franklin H. Lichtenwalter (R)
9 Paul B. Dague (R)
10 Harry P. O'Neill (D)
11 Daniel J. Flood (D)
12 Ivor D. Fenton (R)
13 George M. Rhodes (D)
14 Wilson D. Gillette (R)
15 Robert F. Rich (R)
16 Samuel K. McCornell, Jr. (R)
17 Richard M. Simpson (R)
18 John C. Kunkel (R)
19 Leon H. Gavin (R)
20 Francis E. Walter (D)
21 James F. Lind (D)
22 James E. Van Zandt (R)
23 Anthony Cavalcante (D)
24 Thomas E. Morgan (D)
25 Louis E. Graham (R)
26 Vacant
27 Augustine B. Kelley (D)
28 Carroll D. Kearns (R)
29 Harry J. Davenport (D)

- 30 Robert J. Corbett (R)
31 James G. Fulton (R)
32 Herman P. Eberharter (D)
33 Frank Buchanan (D)
Rhode Island
1 Aime J. Forand (D)
2 John E. Fogarty (D)

South Carolina

- 1 L. Mendel Rivers (D)
2 Hugo S. Sims, Jr. (D)
3 James B. Hare (D)
4 Joseph R. Bryson (D)
5 James P. Richards (D)
6 John L. McMillan (D)

South Dakota

- 1 Harold O. Lovre (R)
2 Francis Case (R)

Tennessee

- 1 Dayton E. Phillips (R)
2 John Jennings, Jr. (R)
3 James B. Frazier (D)
4 Albert Gore (D)
5 Joe L. Evins (D)
6 J. Percy Priest (D)
7 Pat Suttton (D)
8 Tom Murray (D)
9 Jere Cooper (D)
10 Clifford Davis (D)

Texas

- 1 Wright Patman (D)
2 J. M. Combs (D)
3 Lindley Beckworth (D)
4 Sam Rayburn (D)
5 J. Frank Wilson (D)
6 Olin E. Teague (D)
7 Tom Pickett (D)
8 Albert Thomas (D)
9 Clark W. Thompson (D)
10 Homer Thornberry (D)
11 W. R. Poage (D)
12 Wingate Lucas (D)
13 Ed Gossett (D)
14 John E. Lyle, Jr. (D)
15 Lloyd M. Bentsen, Jr. (D)
16 Ken Regan (D)
17 Omar Burleson (D)
18 Eugene Worley (D)
19 George H. Mahon (D)
20 Paul J. Kilday (D)
21 O. C. Fisher (D)

Utah

- 1 Walter K. Granger (D)
2 Reva Beck Bosone (D)

Vermont

- AL Charles A. Plumley (R)

Virginia

- 1 Schuyler Otis Bland (D)
2 Porter Hardy, Jr. (D)
3 J. Vaughan Gary (D)
4 Watkins M. Abbitt (D)
5 Thomas B. Stanley (D)
6 Clarence G. Burton (D)
7 Burr P. Harrison (D)
8 Howard W. Smith (D)
9 Thomas B. Fugate (D)

Washington

- 1 Hugh B. Mitchell (D)
2 Henry M. Jackson (D)
3 Russell V. Mack (R)
4 Hal Holmes (R)
5 Walt Horan (R)
6 Thor C. Tollefson (R)

West Virginia

- 1 Robert L. Ramsay (D)

Alabama

- Lister Hill (D)
John J. Sparkman (D)

Arizona

- Carl Hayden (D)
Ernest W. McFarland (D)

Arkansas

- J. William Fulbright (D)
John L. McClellan (D)

California

- Sheridan Downey (D)
William F. Knowland (R)

Colorado

- Edwin C. Johnson (D)
Eugene D. Millikin (R)

Connecticut

- Brien McMahon (D)
Raymond E. Baldwin (R)

Delaware

- John J. Williams (R)
J. Allen Frear (D)

Florida

- Claude Pepper (D)
Spessard L. Holland (D)

Georgia

- Walter F. George (D)
Richard B. Russell (D)

Idaho

- Glen H. Taylor (D)
Bert H. Miller (D)

Illinois

- Scott W. Lucas (D)
Paul H. Douglas (D)

Indiana

- Homer E. Capehart (R)
William E. Jenner (R)

Iowa

- Bourke B. Hickenlooper (R)
Guy M. Gillette (D)

Kansas

- Clyde M. Reed (R)
Andrew F. Schoeppel (R)

Kentucky

- Alben W. Barkley (D)
Virgil Chapman (D)

Louisiana

- Allen J. Ellender (D)
Russell B. Long (D)

- 2 Harley O. Staggers (D)

- 3 Cleveland M. Bailey (D)

- 4 M. G. Burnside (D)

- 5 John Kee (D)

- 6 E. H. Hedrick (D)

Wisconsin

- 1 Lawrence H. Smith (R)

- 2 Glenn R. Davis (R)

- 3 Gardner R. Withrow (R)

- 4 Clement J. Zablocki (D)

- 5 Andrew J. Biemiller (L)

- 6 Frank B. Keefe (R)

- 7 Reid F. Murray (R)

- 8 John W. Byrnes (R)

- 9 Merlin Hull (R)

- 10 Alvin E. O'Konski (R)

Wyoming

- AL Frank A. Barrett (R)

Senate

Ohio

- Robert A. Taft (R)
John W. Bricker (R)

Oklahoma

- Elmer Thomas (D)
Robert S. Kerr (D)

Oregon

- Guy Cordon (R)
Wayne Morse (R)

Pennsylvania

- Francis J. Myers (D)
Edward Martin (R)

Rhode Island

- Theodore Francis Green (D)
J. Howard McGrath (D)

South Carolina

- Burnet R. Maybank (D)
Olin D. Johnston (D)

South Dakota

- Chan Gurney (R)
Karl E. Mundt (R)

Tennessee

- Kenneth B. McKellar (D)
Estes Kefauver (D)

Texas

- Tom Connally (D)
Lyndon B. Johnson (D)

Utah

- Elbert D. Thomas (D)
Arthur V. Watkins (R)

Vermont

- George D. Aiken (R)
Ralph E. Flanders (R)

Virginia

- Harry Flood Byrd (D)
A. Willis Robertson (D)

Washington

- Warren G. Magnuson (D)
Harry P. Cain (R)

West Virginia

- Harley M. Kilgore (D)
Matthew M. Neely (D)

Wisconsin

- Alexander Wiley (R)
Joseph R. McCarthy (R)

Wyoming

- Joseph C. O'Mahoney (D)
Lester C. Hunt (D)



SHIPS' MINUTES AND NEWS

Crew Charges Coast Guard Refused Aid To Injured Seaman, Asks Probe

Charging neglect of duty, the crew of the SS Wild Ranger, Waterman, has called for an investigation into the refusal of the Coast Guard to dispatch medical aid to a crewmember injured in a shipboard fall while the vessel was enroute to San Juan from New Orleans on April 9.

According to a letter to the SEAFARERS LOG from the ship's three delegates, the Coast Guard base in Miami refused to send a plane to the ship to remove Seafarer M. J. Smyly, who had been seriously injured when he fell from a bosun's chair to the deck.

The chain of events, as described in the letter, was as follows:

"On Saturday, April 9, Brother Smyly, while painting the king post on the starboard side forward in a bosun's chair, was pitched to the deck below when the gantline rope broke. Brother Smyly sustained a broken ankle, lacerations about the body, two

broken ribs and possible internal injuries.

"He was unconscious when carried to the ship's hospital.

"Immediately the Captain sent an emergency radio message to the Coast Guard station in Miami requesting a seaplane to remove Brother Smyly to a shoreside hospital.

"The Coast Guard's answer was that landing conditions were not too favorable. This despite the fact that the seas were very calm and an 18-mile-an-hour wind blowing, perfect conditions for a landing.

"The Coast Guard advised us to keep the man comfortable and treat him for shock. This we had already done. The Chief Mate did as much as possible to keep the patient comfortable.

"In the following hours the Skipper sent three more radio messages without success. Despairing of any assistance from the Coast Guard, he ordered the ship to full speed and called for an ambulance to be waiting at the dock in San Juan.

"It was more than 30 hours later that the vessel arrived in San Juan and Brother Smyly was removed to a hospital; 30 hours in which he had been in severe agony."

In concluding the report, the delegates stated that seamen do not beef about trivial matters, but the Ranger crew feels that an "investigation should be made to find out why the US Coast Guard neglects service to US ships in home waters when they are maintained to render such service. It's a case of deplorable negligence that might have cost a seaman his life."

The delegates who submitted the report are J. D. Kennedy, Deck; R. G. Long, Engine, and J. P. Morton, Stewards.

Cola Bees To Meet Canadian Teams In Softball Tourney

As the green grass pushes up through the soil at shore points up and down the coast, the lads of the SS Colabee are limbering up for their annual whack at softball. Plans for putting a team onto the field were formulated at a recent shipboard meeting, according to Tex Suit, who will serve as co-manager for the Colabee's 1949 softball aggregation.

Most of the games on the Cola Bees' schedule will be played up in the softball conscious town of Baie Comeau in the province of Quebec. Each spring the Colabee resumes her newspaper run between the Canadian port and New York, approximately a 14-day turnaround.

Suit says that in the small but modern paper mill town of Baie Comeau, "the people go in for sports in a big way." They organize several softball teams into a local league," he added.

The Cola Bees, composed of officers and unlicensed crewmen aboard the Illinois-Atlantic paper carrier, will meet as much of the Baie Comeau softball opposition as their stopovers will permit.

It is expected that this year

the softballing Seafarers will lend plenty of color to the mill town games. At the recent shipboard meeting it was decided that the Cola Bees' official uniform would be a blue jersey, emblazoned by the team name in gold lettering. And, of course, a large bee will serve as a background for the team's name.

Suit, who in addition to his co-managerial functions will hold down several of the season's pitching assignments, says this year's Cola Bee outfit will be in there swinging hard to live up to the reputation established by shipboard teams in previous years.

Want Games

The "Seafarers," a softball outfit whose home grounds are in Brooklyn, is looking for pitchers, the LOG has been informed.

All the players are reported to be SIU members. The team is now making bookings for games and the lads will play anywhere in Brooklyn, our informant said.

He advised that anyone interested in trying out for a position on the "Seafarers" should see Paul Gonsorchik, "owner" of the club. He'll also book games.

John Kealy Dies In Bangkok



Seafarer John Kealy's body about to be committed to the sea southeast of Bangkok on March 27, as his grieved shipmates stand by.

Seafarer John J. Kealy died aboard the SS Steel Navigator, on March 21 in Bangkok, and was buried at sea, the LOG learned in a letter signed for the crew by H. L. Thomas.

Thomas wrote that he made his announcement "with great regret and sad feeling," and added that Kealy was "a good Union man and a good shipmate." He sailed as Oiler.

"The ship was riding the hook in Bangkok, Siam, at the time of John Kealy's death, but due to all kinds of regulations and restrictions he could not be put

ashore to be buried by the laws of that country," Thomas said.

Accordingly, Kealy was buried at sea below Bangkok on March 27 at longitude 106 degrees 56 minutes east. "All hands stood at attention while Captain Mark Suglien said prayers over the body," Thomas declared in his letter. "With deep respect all hands said the Lord's Prayer together and Johnny Kealy's body was committed to the sea."

Kealy was born in England in 1909 and joined the SIU in June 1947, receiving his book in July 1948.

He is survived by his mother, Mrs. Emma Kealy of 5616 Walton Avenue, Philadelphia.

Two SIU-Manned Ships Freed From Shoals

Two SIU-contracted vessels which had run aground were refloated last week with no injuries or loss of life among the crews, and only slight damage to one ship.

Isthmian's Steel Chemist ran aground off Long Beach, California on April 10 and the Sanford B. Dole, Metro Petroleum Company ship, ran onto a reef off the north coast of Cuba on April 18.

The Steel Chemist, entering Wilmington harbor in a thick fog, encountered a strong south-

erly current and struck the rocks off San Nicholas Island.

On Friday, April 15, the ship was freed from the rocks, and taken to Wilmington harbor where divers reported the hull cracked in several places midship. She'll enter drydock there for repairs.

The Chemist was enroute from the Far East to Wilmington with her final destination the East Coast.

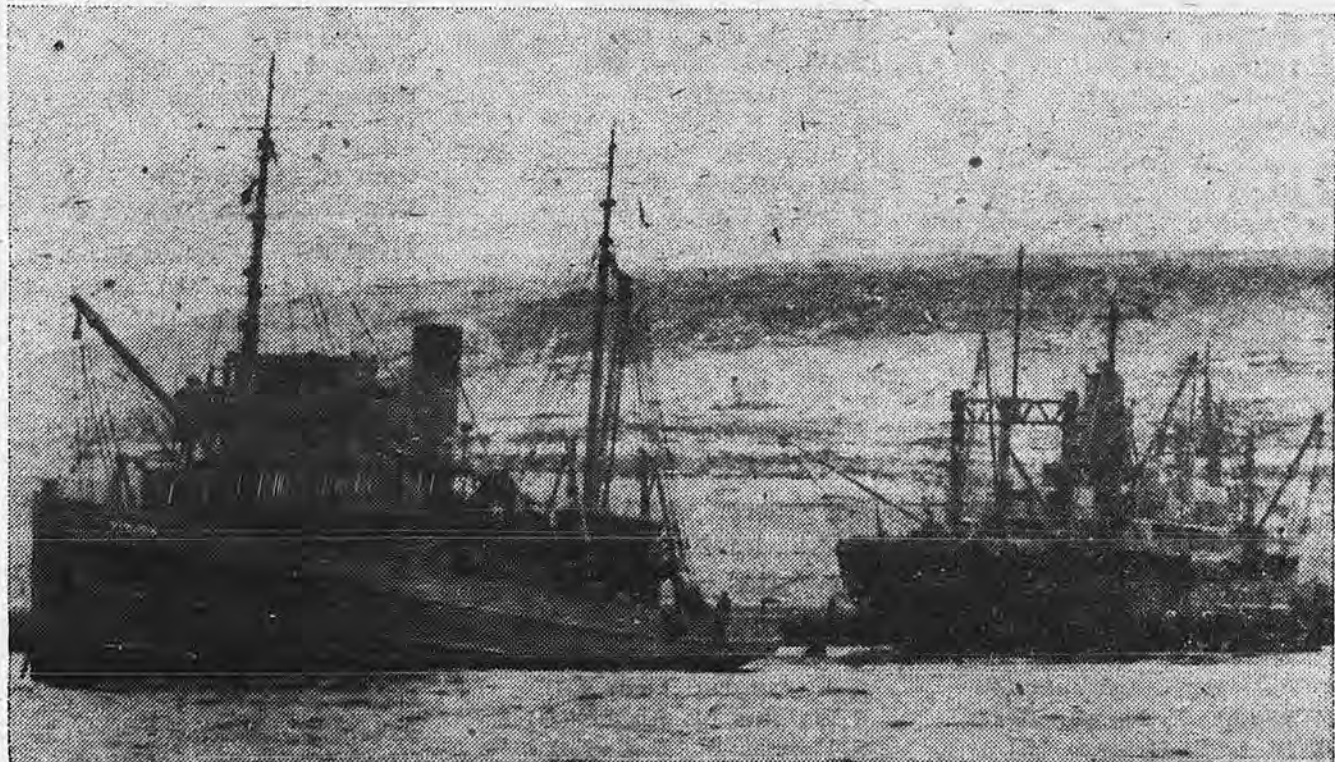
QUICKLY FREED

The Sanford B. Dole ran aground during a storm and was

freed a few hours later without sustaining any damage. She put into a Cuban port. The cutter Miaoma had rushed to her aid from Miami.

The mishap suffered by the Chemist was the third of the year to befall Isthmian-owned ships. Early in the year the Steel Maker ran aground off Martha's Vineyard, Massachusetts, and the Steel Admiral was hung up in Suez about the same time.

The Admiral, during the same voyage, struck a mine in the Saigon River, but sustained no damage.



While cargo is removed from the beached Steel Chemist prior to refloating, the tug Viking maintains taut lines to keep the Chemist from toppling over on the rocks.

Digested Minutes Of SIU Ship Meetings

ROBIN KIRK, Mar. 27—Joseph Cariveau, Chairman; Leo Allen, Secretary. Following discussion held previous meeting, motion carried that stowaways are not to do any work on this ship. Ship's delegate reported that if the ship docks in the morning, payoff would be held in the afternoon, in which case there would be no draw. Departmental delegates reported that everything is okay. Motion by James White, seconded by Michael Magal, that an amendment be made to Section 8, which deals with sailing time on weekend sailing, through a referendum. Motion recommended that sailing time be posted before 5 PM Friday if ship is to sail before 8 AM Monday. Under education, the value of inter-department cooperation was stressed. Because all three departments have been working together on this ship, there have been no beefs. Deck and Engine Departments thanked galley men for their good work on this trip, and Steward in turn, expressed appreciation of his department for the cooperation given them.



cussed new shipping rules and the method of registering in the three groupings. It was suggested that further clarification of the group registration method should be requested of Headquarters.

SANFORD B. DOLE, Feb. 22—E. Higdon, Chairman; L. F. Toland, Secretary. Delegates reported on standing of men in their departments. Robert High was elected ship's delegate. Motion carried urging department heads to get messhalls, passageways showers and heads cleaned up, with job to get under way immediately. Suggested that check be made into shortage of soap. One minute of silence for departed Brothers.



ROBIN SHERWOOD, Feb. 3—Fred Miller, Chairman; Gerald Sinkes, Secretary. Ship's delegate read letter sent to Brother Hall concerning death of one of our shipmates. Also a report on the man employed as his replacement. Department delegates announced total number of disputed hours of overtime. After discussing case of three men who missed ship in Durban, crew decided that ship's delegate should prepare a statement of the incident and forward it to the Headquarters. It was agreed that an account of the difficulties arising out of the Captain's failure to be more definite in posting sailing time should be included in statement. Injurious effect of performers aboard ship was discussed under Education.

STEEL INVENTOR—William Roma, Chairman; William Healy, Secretary. Ship's delegate Joseph Stackowitz and department delegates reported. Crew wishes fresh water in messhall for use in making coffee instead of the water drawn from boilers as now being done. Another sink is needed in galley as present one is being used for washing and rinsing. Liquid soap dispensers were recommended for installation in crew's head as a stricter sanitary measure.



ROBIN HOOD, Feb. 13—Donald Mease, Chairman; William Moore, Secretary. No beefs in any of the three departments. Motion carried to have ship's delegate see Captain about preparing draw list two days prior to arrival in port, and to have Captain instruct company agent to have money available at time convenient to men off watch when ship arrives. Motion amended to further request that Captain put out draw every five days in port, as customary. Ernest Meits, Electrician, dis-

WILLIAM TILGHMAN, Feb. 6—Richard W. Simpkins, Chairman; Mike Streffler, Secretary. Election held for ship's delegate. James W. Brake elected. Delegates reported little disputed overtime. Good and Welfare: Recommended that cold drinks be served twice daily in warm climate. Recommended that noise be kept to minimum so watch can sleep. One minute of silence for Brothers lost at sea.

PURDUE VICTORY, Feb. 27—Arthur Werl, Chairman; Arthur Thompson, Secretary. Delegates reported no beefs pending. New Business: Motion carried to discuss activities of Chief Cook. Various members discussed his overstaying shore leave. Suggestion made that man make donation to LOG in lieu of being logged by the Skipper. Motion carried for Cook to donate any amount he sees fit. Good and Welfare: Brother suggested that all crewmembers turn in extra linen.



AZALEA CITY, March 13—Fred Roman, Chairman; Satirias Foscolos, Secretary. Delegates reported all working smoothly in their departments. New Business: Motion by Rothmier that sufficient notice be given before ship's meeting is held. Motion by Amato that due to failure of port steward at end of previous trip to provide promised galley gear and repairs that the ship's delegate check with department heads before ship's departure to see that all gear is aboard and necessary repairs have been made. Question on milk taken aboard in Antwerp. Belgian-born crewmember maintained that milk is pasteurized and is perfectly okay. Crew gave wholehearted thanks to Stewards Department for fine meals.

STEEL MAKER, March 12—Ricky, Chairman; Ramon Irizarry, Secretary. Delegates all reported disputed overtime. New Business: Motion carried to draw up new repair list. Motion carried for ship's delegate to check union books for Patrolman. Motion carried that all three delegates see about engine department overtime. Motion carried to make report on Brother Jose Aquitania's death.



HASTINGS, Feb. 13—W. Hamilton, Chairman; C. J. Oliver, Secretary. Delegates reported everything in order. M. C. Wautlet elected ship's delegate. Good and Welfare: Discussion on insufficiency of night lunch. One minute of silence observed for Brothers lost at sea.

OREMAR, March 1—Ferron, Chairman; M. Eschenko, Secretary. Delegates' reports accepted. Discussion on repair of water cooler. List of fines made up for violations of messroom procedure. Money to go to hospitalized Seafarers. One minute of silence for Brothers lost at sea.

Seafarer Sam Says:

The letters you sent to your Senators and Congressmen helped us to win a substantial part of what we wanted on the ECA cargoes. Now a reactionary alliance of some Democrats and Republicans is trying to sneak through the Wood Bill - which in many ways is more repressive to Labor than the Taft-Hartley Act.

Write to your representatives in Washington, telling them you want them to vote for the THOMAS-LESINSKI Bill - without amendments - which would restore the old Wagner Act with a few changes.



CUT and RUN

By HANK

In all ports the Brothers have written letters to many Congressmen and Senators urging them to vote for the Thomas-Lesinski bill which repeals the Taft-Hartley Act and allows our American labor unions to survive and progress. And, according to reports, many Brothers have explained to their families back home why they should immediately write letters to those hometown Congressmen urging them to vote for the bill. Write those letters today, Brothers. It's up to us to win this beef.

Steward Bill Durham, who knows how to sell life insurance, is in town after homesteading six months aboard the Alcoa Clipper out of New Orleans... Every time Brother Walter Gardner sailed into town with his mustache we failed to mention his visit. From now on we'll clean our "news" sextant and announce he's in town—with or without the romantic fuzz.

Tony Zalewski just anchored with his cigar, after a boneyard job and some tanker sailing... Carl Wayne, the rolpolo Electrician, was here after a long absence. Last week he sailed out again... Paul Goodwin, who's always wearing dark glasses, was wishing he would receive some mail to pass the time away. Anything else, Paul?... Eddie Ralko just made a ship this week... Bill Glick lost his voice last week and was given three different medicines to take, which are making him feel worse than ever.

Arthur Camara was in-transit last week aboard a Bull Line wagon on the "sugar run." His shipmate Julius Thrasher must still be aboard his recent home, a Seatrain scow... Steward Jose Quimera, the oldtimer, was in town last week... Weaver Manning is in town doing some walking on the shipping deck rather than any skillful cribbage-playing or pinochling on the recreation deck.

Norman "Ozzie" Okray, who's really making a home out of the Algonquin Victory, navigated ashore this week for some mail... If our memory isn't slipping we saw Brother "Three-finger" Morgan sail into town last week and grab a job the same day... It sure looks like there are American ships in New York harbor.

Here are some other Brothers in town: Robert Harless, Archibald Volkerts, Eddie Hallihan, Sal Volpi, Carl Lawson. A few Brothers in-transit were: Pete De Pietro, William Traser, Erwin Max, Charles Mazur. Those who recently arrived into town were—Charles Jindra, Joe Clurman, Larry Key, Lawrence Edwards, Raymond Grindle, Joseph Lapointe... The LOG will be sailing free of cost to the homes of the following Brothers—John Lefco of New York, H. Dickmeyer of Louisiana, Roy Barker of Louisiana, Walter Prang of New York, John Paerels of California, Gerald Gjerseth of Wisconsin, Alfred Ortega of Florida, George Lawrence of Alabama, Harold Hamilton of Alabama, A. Gamzon of New York, Walter Matthews of Florida, Charles Merritt of Florida, Donny Woods of Florida, Gibson Coker of Alabama, James Nelson of California, Julian Lewis of South Carolina.

Last minute news—Three SIU ships were in the news recently from various parts of the world—Isthmian's William Tilghman and the Steel Chemist, also there was the SS Sanford Dole... Brothers, keep those jobs shipshape, the ships clean and happy. Your SIU agreement is your responsibility at all times.

THE MEMBERSHIP SPEAKS



Says Delegates Form Union's First Line Of Defense, Asks For Better Cooperation

To the Editor:

Although much stress has been laid on the other component parts of our Union, no more than passing reference has been made regarding ship delegates. They are the difference between making a contract a live document or having a dead one. Capable union representatives are essential to the harmony of a ship where factionalism and opportunism come so frequently to the fore. A poor delegate creates more sores than he cures.

Most of us choose the line of least resistance in administering our contracts, but ship delegates have got to go the whole way. They form SIU's front line of defense. It is their determination to get for the crew what it is entitled to which certifies the standards that our Union fought so hard to establish.

Daily they deal with human equations in shipboard relationships. With an eye to the future contract they look around to see if more jobs can be created, more compensable work provided for the crew. They seek to eliminate red tape which only succeeds in increasing friction, decreasing efficiency. The ease and skill with which they dispose of their problems will go far toward setting a pattern Union negotiators will follow come bargaining time.

GOOD NEGOTIATOR

A good delegate will expedite problems himself rather than draw Union officials away from more pressing duties to handle ship-level beefs. He knows how to cooperate intelligently when the interests of the Union and the company are in common, and how to compromise intelligently when their interests are in conflict.

On this ship, the SS Sand Chief, many problems have come to harass the delegates, but, so far, those worthies have yet to

come acropper. Brief analyses of some of these cases will amply illustrate the bearing their solutions have on the crew and the membership at large.

Here's one of the beefs: The Sand Chief's officers apparently had adopted a manana attitude toward the ship repairs in general, and installation of a washing machine in particular, because they had allowed a long list of such items to pile up for longer than a month.

Having more than a bellyful of promises, the delegate bee-lined around to see the ship's three top ranking officers and demanded action. Action came with surprising suddenness, for all next day the ship was bustling with activity in a belated effort to satisfy the crew's demands.

Meanwhile the officers, figuring to get in the last lick, needlessly tied up the ship while repairs were being made, obviously with the intent to smear the crew with the brush of irresponsibility. However, alertness on the part of the delegates got us good results. They notified Union officials that every Seafarer was at his post and that if any quickie strike was in progress it was being perpetrated by the officers and not the crew.

PLOT SQUELCHED

This information was quickly relayed to company officials and the day was saved for the crew. The Union's record of honorably holding intact its contractual obligation was maintained.

In another case, a gashound proved costly to the Union to the tune of one job that could have been written into the contract, had he simply remained on duty when he should have been. Instead, his performing and abstinence put an unduly heavy burden on his fellow crewmembers, who covered up for him. By doing so the company was given its most solid argument for refusing to grant the depart-

men an additional man. Despite this person's long years of Union membership, the delegates put him off the ship.

Honest to goodness oldtimers who really helped build our union will commend this action, knowing that the building process is a continuing one and that only through the weeding out of performers and foul balls will the SIU consistently grow and expand.

Another kind of pest—the guy with OT tentacles—was soon found out and speedily taken care of by the delegates. This character boasted that he was on the scow solely to make a buck. That was all to the good until it was learned that his methods included everything from catering to the officers to brow-beating his fellow crewmembers.

He had a curious back injury which prevented him from performing many onerous tasks while on watch, but once the overtime period began his ailing member effected a miraculous cure. No job was too tough for him then. He did more work than the rest of the deck gang put together, that is overtime work. The payroll sheets show it. His total overtime pay exceeded the aggregate amount of the other nine A.B.s.

BLEW TOPS

The lid this phony was sitting on blew off one day when he tried to get one of the four hours for taking on dry stores by threatening his fellow crewmembers with bodily harm. That cooked his goose, which made the officers very sad because he was tabbed their best worker.

Before closing I'd like to make a plea to the membership for better understanding of their delegates. There is no pleasant task, acting as shock absorber between the company and you. Be considerate in your judgment of them. Nobody ever rendered the perfect decision. In human relations there has to be give and take.

These men constitute the rank and file officialdom. They know your problems first hand and have to live with the results of their settlements. They have the Union welfare at heart. And, therefore, yours, or they never would have accepted the thankless job in the first place.

John Cole

Log Subscribers

Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PALS MEET IN SOUTH AFRICA



Robin Tuxford crewmember Joe Startwood, MM, right, poses with Afrikaner friend visiting him aboard ship in Port Elizabeth. Picture by Rudolph (Gabby) Gross.

Compared To Tiny Latvia, US Is Landlubbing Nation

To the Editor:

Most Americans, who see the United States a maritime nation, believe that they are a great people who live by the sea and prosper by the ocean trade. To be soberly realistic, let us see how the United States, as a seafaring nation, compares today with little Latvia 40 years ago.

Riga, the capital, with population of some 250,000, was then, proportionately, a busier port than New York is today. For a week in midsummer of 1908, a Riga newspaper listed the number of arrivals and sailings as 80 steamers and 120 sailing vessels. Forty years ago, the Latvians, who numbered 250,000 people, owned some 750 vessels, with 500 ships for deep-sea trade and 250 schooners sailing coastwise.

It means to say that for each 3,000 Latvians there was one vessel sailing the seas and earning money—as against one US ship today to each 100,000 Americans who hug themselves ashore.

As for the cargo tons carried, there were in Latvia 5 inhabitants to one ton—against 20 inhabitants in the United States, or four times less. True, the Latvian vessels were small, but they provided jobs for some 10,000 seamen, as against 80,000 Americans employed on US vessels today.

FAST TURNOVER

No Latvian sailor had to stay ashore longer than two weeks to get his job aboard ship at pay which, after 9 months of sailing, gave him enough money and the chance to go for 3 months to navigation school and pay his own way. The figures show that in the United States, which has a population 73 times that of Latvia in 1908, there is one seaman employed to each 1,875 Americans ashore, as against one seaman to 225 Latvians. That is, 40 years ago the Latvians were

8 time more a seafaring people than the Americans are today.

Therefore, America, whose Government had just signed the Atlantic Pact and had pledged its assistance to Western European Nations, must become ocean-minded and call for ships to be built and manned if the American way of life is to be preserved. We must have a strong merchant marine or else suffer the consequence. And, if big business thinks that his is the pleasure of chartering cheap foreign bottoms, let him remember that he may find to his sorrow that he may have to pay for the pleasure.

R. J. Peterson

Seafarer-Soldier Rates Slopchest Over Army's PX

To the Editor:

I've been sent to the land of tea and crumpees by Uncle Sam for a 30 month stint and would like to have the LOG sent here instead of my home. I miss reading it weekly.

Sometimes when I walk to the PX here I get to thinking that maybe some former ship operator makes up the price list. This is the only place I know of where a 10 cent bottle of hair tonic costs 45 cents. A \$16 radio costs \$30 in this place.

Somebody is making a nice living and I hope he doesn't have to wait too long before he can retire with a mansion and a few Cadillacs. Talk about slopchest prices, this set-up makes me think those days were giveaways.

Well, the quicker this hitch is up the happier I'll be. Here's to better contracts and a quick victory over Cities Service.

Pfc David Arscott

LONGTIME SHUTTLERS TO FRANCE



If you haven't seen one of your old shipmates in the past year chances are that he's aboard the SIU-contracted Camas Meadows, out thirteen months on eighteen months articles. The US Petroleum Carriers, Inc., ship is running oil between the Persian Gulf and France. The Seafarers are, bottom row, left to right—Mike Klepeis, Alex Hersch, Al Davis, Joe Eakin, Steve Sloneski, Mario Simonetti, Jack McNulty and Joe Meyerchak. Top row—Lew Cantero, Bob Moroniney, John O'Hannasian, John McCarty with mascot "Dutch," and Ed Metcalf. Picture was submitted by Bill Feil.

'The Voice Of The Sea'

By SALTY DICK

I hear the Seamen's Club at Matadi, Belgium Congo would like to receive the LOG... If you go to Marshall, Liberia, go up stream on a barge as the guest of Firestone Rubber Company. At Harbal, headquarters of the company, you'll see the largest airship in Africa. You can also visit the rubber plantation. It has 800,000 acres and 10,500,000 trees. If you doubt it, you can count them yourself. Harbel has 10,000 modern homes. The only ships hitting this port are the Delta scows.

Patients in the New Orleans marine hospital have told me that the SIU takes good care of them... A sign in the YMCA in New Orleans reads: "Only men under 35 can secure rooms." I tried to get a room there during the Mardi Gras. I'm now staying at the

LOG ON MENU AT GRILL IN PORT ARANSAS

To the Editor:

Numerous merchant seamen come in this grill when they dock at Harbor Island across the channel. Several have asked if we had copies of your newspaper. We would sincerely appreciate receiving one or more copies of the LOG weekly for distribution to SIU men.

Mrs. A. A. Swanson
Douglass Grill
Port Aransas, Texas

(Ed. Note: You can get a side order of the LOG at Douglass' now.)

Seamen's Town House and recommend it highly. For \$1.85 per day I have a clean room and a good staff to serve men. You can always go to the lounge and read or meet a few of the boys. If you play pool there's a table in the recreation room.

Ramon Usera is an out-patient in New Orleans. He has ear trouble... Luis Ramirez wrote a good article on tattooing. The seamen of today are not going for self-adornment like they once did... Scotty Malvenan, oldtimer from way back, is ready to take a Cook's job going south... Jose Arceo from the West Coast has been in the Gulf area for four years. He plans to get hitched and live in Bayou La Fouch... Being a married man and a Mobilian are the reasons W. B. Yarbrough gives for sailing on the Clipper... Tip Coleman says the longer the trip the better. At present he's on a 17 day cruise ship.

At last I've come across the "star messman." He's Johnnie Crews of the Clipper... Why do most Captains say they want a chicken farm when they retire from the sea? What are your plans for the future?

Nathan Robbins is an out-patient at the New Orleans marine hospital... Mississippi is going ahead with its plans for building a large ship for its South American run. It's now up to us to prepare a good working agreement.

Thinking It Over



Harry Benner, Bosun of the Bull Run, is caught in a pensive mood by a fellow crew-member. Ship returned recently from voyage to Curacao, England and the Netherlands.

Discharge Of 40-Year-Olds Seen As Major US Problem

To the Editor:

An observer of the American scene today could well say that unemployment is more of a menace to the safety and security of our system than Joe Stalin.

If some of the all-powerful men in the Kremlin suddenly went crazy and gave out orders to refuse work and a living to all men and women over 40 years of age in the Soviet Union and all those who reach the ripe old age of 35 because they had only a few years more to work before they reached the deadline, we would be shocked.

Can any one visualize what our government and big business newspapers would say? I can hear the speeches and read the editorials now. I can hear charges branding the totalitarian edict as "inhuman," "unchristian," "un-

civilized and a monstrosity of the first magnitude." This country would look forward to the overthrow of the Soviet government in short order.

It is in America, however, where all this is happening. The insurance companies pass the buck and try to wash their hands of the matter. It is not our doing, they say. The employers say this is done by decree of the insurance companies which refuse to insure workers over these ages through prohibitive rates and hidden restrictions.

WHO'S TO BLAME

It is not our fault, say big businessmen. "America is still the land of opportunity," shout the Gabriel Heatters, not mentioning for whom. The government of, by and for the people is silent. It refuses to protect the interests of all the people by ignoring the age deadline imposed upon its citizens.

Now the living dead are piling up fast. Not only are the millions of unemployed to be considered, but the fact is that America as a whole is getting older. The birth rate is down and people are living longer than they did fifty years ago. Today a man has fifteen years of life from school to the finish line: 35-years-old. In that period a man has to make enough money to live out the rest of his life. Not one man in ten million living today can perform that feat.

Consider the prospects facing organized labor, the backbone of American production. We, in the ranks of labor, are tied up to industry by contracts setting wage scales. None of us is an employer who uses the labor of others to reap private gain. Not one man covered by these contracts has any chance of earning more than a bare living. At forty he is finished as a worker.

Labor must begin to see clearly where the ruinous policies of big business and government are leading the nation.

Instead of a sane approach: adequate pensions and a shorter work week, there is only one road which will bring the over-40 worker back into favor: the road to war.

Strange is it not that there are no deadlines or age questions during a war? We are never too old to work then, and too bad for us if we don't. The insurance rates are never mentioned and big business openly boasts of the nation's production, while the newspapers gloat and howl about the freedom to work and create, ad nauseum.

Do the blind fools of big business believe that a man's patriotism will glow like a shining star in the day of national peril after he has been thrown on industry's scrap heap? Even a hero learns in time.

Wandering Seafarer

Ponders Writings Of Wunderlich

To the Editor:

John Wunderlich wrote a letter some time ago picturing a ship at sea. He mentioned three things: the soul, immortality and the briefness of life. These three matters can be pondered at length by all of us, young or old, ashore or afloat.

Retired member or young probationary Seafarer—these three things we all face. In all parts of the world and under all conditions they are with us. We can't escape them, though we may resort to wine and women for temporary freedom.

A seaman starts out to see the world and earn his bread doing it. Some of the Brothers I'm sure have recognized themselves in the writings of Wunderlich. He is, it seems, what a poet once termed "an artist of life." Many seamen may disagree with life as he sees it, but others of us see in his words that which we have often felt but have been unable to express.

Keep writing, John. I'm sure that many seamen, lonely as we often are, find them worthy of thought.

William A. Kennedy

Red Puts Squeeze On Isthmian — Result: Pineapple Juice

If during the middle of last January you noticed the flag over 19 Rector Street at half-mast, it was because I had left Waterman Steamship Company. But because my usual habit is going from bad to worse, I wound up with Isthmian.

Efficiency and precaution — that's Isthmian. The anchors on their ships are stamped, "Stolen From The Isthmian SS Co." At the top of the gangway next to the sailing board is a peach of a sign: "Put It Back." One day at a company pier I forgot to clean my nails and was almost pinched for taking slushing ashore. This outfit is so cheap they christen their ships with 7-Up. Then they dispute some poor sailor's overtime to cover the expense of the broken bottle.

Isthmian's got the answer to the transportation question. At the payoff they propose to give you a pocket compass and a pair

of roller skates. One of their Port Captains is 100 percent American. He comes down to the payoff with a tomahawk. On Sundays the stockholders take their kids down to Beaver Street to throw stones at the Union Hall. Instead of getting up at the usual 7:20, I get up at 5:20. That gives me two more hours to hate the company.

This trip the Marquette Victory hit the Hawaiian-Intercoastal run. It stinks! However, the islands have their usual points of interest. There's the Tiger-Inn—when you get the bill you roar! At the Royal-Hawaiian each room has hot and cold running pineapple juice. Even in the bathroom when you pull the chain—pineapple juice! The prices are so high they don't change the linen anymore — they throw out the whole bed.

At Wakaki beach I got quite a sunburn. Everyday I used to go down to the beach to see "Who's Cooking." My face peeled so much I could brush my teeth without opening my mouth. Chief Cook Eddie Dunn got so much sand in his stomach his floating kidney was beached for three days.

HEY, RUBE

Having finished with the Islands we went to the West Coast. In Washington we hit a town so small they had midnight shows at nine o'clock. Linton has three traffic lights—two more than it has automobiles. Next, Frisco and "Sunny California." Sunny?—my foc'sle was as cold as an Eskimo outhouse. "Chips" Jacques had so many blankets on we had to use a bookmark to find him in the morning. In Frisco we tied up at such a

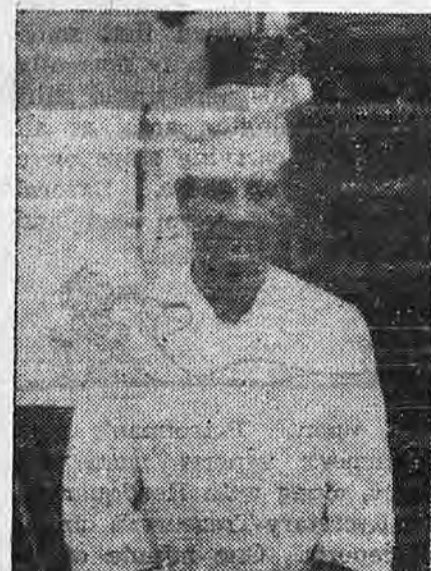
tough neighborhood they came down to the ship to roll us.

However, being fully loaded and carrying a deck load of lumber we hit out for Boston. Such lumber—any self-respecting termite wouldn't be caught dead in this wood-pile. Now I know what they make cornflakes out of. You've heard new home owners complain about unaged wood. This stuff we're carrying still has nests in it. There are so many knots in these boards, if a ball-club used them for a fence they'd go broke.

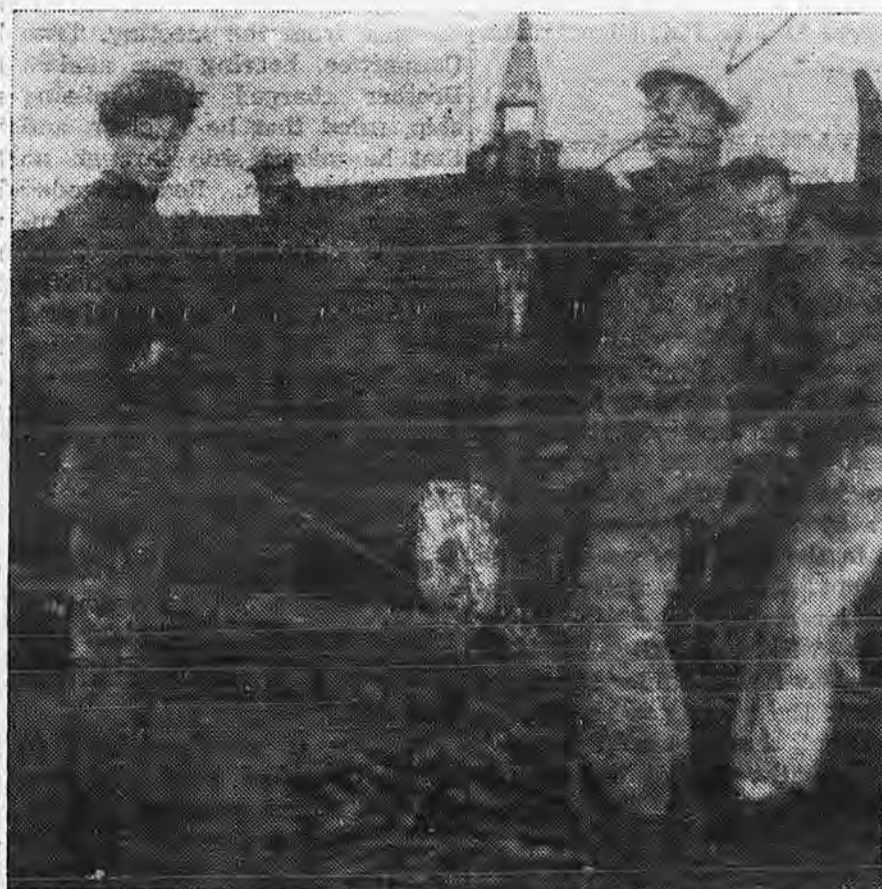
Among the crew we have "Charlie" MacNeil, the great lover. In every port there's a girl to see him off. She's the one that lets the lines go. Also aboard is John Kuhley, and his "mad-gic" violin. John is a true musician. If he hears a girl singing in the bathtub he puts his ear to the key-hole.

I thought I'd have to stay for another trip with the big "T", but the Governor came through with a reprieve.

Red Campbell



Eddie Dunn—at the moment his floating kidney is in a good mood.



Red Campbell, Bosun, left, with Hunt, AB, and an unidentified OS, while topping gear in Honolulu. Picture by Michael Cristaldi, AB.

Note To Bosuns

Men desiring to have Bosun stamped in their Union books can have it done by appearing before the committee handling this matter on the 2nd deck of the New York Hall.

All discharges must be presented at the time.

Minutes Of A&G Branch Meetings In Brief

GALVESTON—Chairman, Jeff Morrison, 34213; Recording Secretary, R. Wilburn, 37739; Reading Clerk, J. Byrd, 33459.

Minutes of meetings held in other SIU Branches read and accepted. Agent Keith Alsop reported on the shipping picture, which he termed as "slow." He also gave the membership the core on the Canadian District beef, which the A&G District had pledged to support. Trial Committee elected from floor. Telegram from Assistant Secretary-Treasurer Matthews read. Message reported the tie-up between the CSU and the MCS in the United States. One minute of silence for departed Brothers. Meeting adjourned with 118 bookmembers present.

TAMPA — Chairman, Ray White, 57; Recording Secretary, R. H. Hall, 2600; Reading Clerk, Nevin Ellis, 16.

Previous minutes of Tampa Branch read and accepted, along with minutes of previous meetings in other Branches. Motion carried to accept Secretary-Treasurer's financial report. Port Agent reported on State Federa-



tion of Labor convention held at Lakeland. He said that it was hoped that progress could be made to remove some of the restrictions that have been holding labor down in this state. The convention decided that efforts would be redoubled to win for organized labor a more favorable position than is possible under the present set-up. The Agent also discussed the current organizing drive of the AFL Retail Clerks, which is concentrating on one of Tampa's larger department stores. The campaign is proceeding smoothly, he said, and the clerks will soon call for collective bargaining election. The Seafarers is aiding the clerks in their drive, he reported. Under Good and Welfare, there was considerable discussion of the current situation in labor and of the role being played by the SIU as an integral part of the labor movement. 55 members were present at the meeting.

PHILADELPHIA — Chairman, Don C. Hall, 43372; Recording Secretary, Larry White, 2716; Reading Clerk, C. L. Cousins, 38685.

Minutes of previous Philadelphia meeting and those of other Branches read and accepted.



Agent reported that an SIU banner had arrived from Headquarters and, as soon as a frame is made, the banner would be placed in it and hung in a suitable place in the Hall. He stated that the new Hall is being ripped into shape and within a week or two will be in proper condition. The men are keeping the new place much cleaner than they did the Hall we recently

A & G Shipping From April 6 To April 20

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	13	15	10	38	8	10	5	23
New York.....	167	144	140	451	150	115	106	371
Philadelphia.....	26	21	28	75	40	29	24	93
Baltimore.....	132	96	65	293	102	84	71	257
Norfolk.....	29	30	23	82	8	5	6	19
Savannah.....	(Dept. figures not received)			37	(Dept. figures not received)			39
Tampa.....	11	9	8	28	7	6	8	21
Mobile.....	70	63	63	196	68	57	57	182
New Orleans.....	56	45	98	199	69	64	118	251
Galveston.....	73	72	45	190	17	9	3	29
West Coast.....	35	43	24	102	41	37	31	109
San Juan.....	20	6	6	32	11	8	6	25
GRAND TOTAL.....	632	544	510	1,723	521	424	435	1,419

left. The Agent also discussed the present shipping status of the port. Motion carried to prohibit loitering in front of the building and for fines to be imposed on those whose conduct directly outside the building reflects unfavorably on the Union and the membership. Secretary-Treasurer's financial report read and accepted. Trial Committee was elected to hear case of Brother who was accused of being drunk at a sign-on and who then missed ship, causing the ship to sail shorthanded. Two other cases of a similar nature were reviewed by the Trial Committee. It was agreed by all hands to help keep the Hall in ship-shape condition. Meeting adjourned at 8:25 PM, with 125 members present.

BOSTON—Chairman, T. Fleming, 30821; Recording Secretary, R. Lee, 47958; Reading Clerk, B. Lawson, 894.

Minutes of previous meetings in other Branches read and accepted. Headquarters report to the membership read and accepted. Following also were approved: Report of delegates to fourth biennial convention; communication from Assistant Secre-



tary-Treasurer, Agent's report and Dispatcher's reports. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:45 PM, 85 members present.

SAVANNAH — Chairman, C. Rice, 407707; Recording Secretary, J. Drawdy, 28523; Reading Clerk, L. Hodges, 255.

Motion carried to accept previous Savannah minutes and those of other Branch meetings. Headquarters report to the membership read and accepted. Port Agent discussed the shipping picture in Savannah, pointing out that 39 men had been shipped out in the past two weeks. It is expected that plans under discussion for expansion of the State docks will materially aid this port, the Agent said. However, even if the plans go through, he predicted that it would be several months before the actual benefits would be forthcoming, since it would take that time to line up cargoes and bring them into port. Motion carried that Brother who forwarded communication in which he asked to be excused from the meeting

should be required to bring doctor's statement attesting to illness he claimed. Under Good and Welfare, many members hit the deck to talk on matters concerning the Union.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, P. Livingston, 48950; Reading Clerk, Charley Newman, 20981.

Previous Branch minutes, Headquarters report read and accepted. Agent discussed fully the present picture in the Canadian District, pointing out that the current struggle is the same battle the SIU has been fighting against the commies all through its existence. Dispatch-



er's report accepted. Motion carried to check number of members present from the shipping cards turned in. Membership discussed several matters of importance to all hands. Meeting adjourned at 9:30 PM, with 93 members present.

BALTIMORE—Chairman, F. A. Stansbury, 4683; Recording Secretary, M. Burnstine, 2257; Reading Clerk, G. A. Masterson, 20297.

Baltimore minutes, minutes of other Branch meetings and Secretary-Treasurer's report read and accepted. Nine men were excused from the meeting. Trial Committee, hearing case against Brother charged with missing ship, ruled that he is clear, and that he missed ship through no fault of his own. Recommended Brother be cleared for immediate shipping. Balloting Committee was elected and balloting on transportation rule continued until 8 PM. Agent, Patrolmen and Dispatcher made their reports. One minute of silence in memory of departed Brothers. Meeting adjourned at 8 PM with 250 members present.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, Bill Frederick, 94; Reading Clerk, Buck Stephens, 76.

Minutes of meetings held in other Branches read and accepted. Agent reported on shipping tempo and result of Cities Service election. Membership told that a showdown may be in order before SIU signs a contract with the company. Membership thanked for cooperation

men showed in turning out for demonstration before the MCS Hall. Communication from Seatrains New Orleans concerning crewmember who knocked off work in port before getting okay. Matter referred to committee. Secretary-Treasurer's report read and accepted. Committee on balloting reported that 597 men had cast their ballots to date in transportation rule referendum. Eight men took the Union oath of Obligation. One minute of silence observed for Brothers lost at sea. Good and Welfare: Discussion on keeping Hall clean. Suggestion made that members work off fines by cleaning and sougeeing around the Hall. Meeting adjourned with 326 members present.

SAN JUAN—Chairman, J. C. Bernard, 42829; Recording Secretary, J. Garcia, 7152; Reading Clerk, R. Morgan, 10670.

Motions carried to accept minutes of meetings held in other Branches. Agent reported on status of shipping in port. Patrolman reported on problems met and solved aboard the ships in port. New Business: Motion by M. Santiago that registration



hours be from 9 AM to 5 PM. Amendment by Lockwood that registration be during the above hours, whenever possible. Amendment carried. Motion by Dunphy to give Brother Banning a vote of congratulations on his recent marriage and thank him for the hospitality extended to Seafarers on his wedding day. Motion by Santiago that shipping list be placed in a visible spot. Three men appointed to inquire as to cost of paper towels. One minute of silence for Brothers lost at sea. Meeting adjourned with 92 members present.

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, James L. Carroll, 14; Reading Clerk, H. J. Fischer, 59.

Motion carried to dispense with regular order of business so as to hear address by Moe Rosen, Vice-President of the Central Trades and Labor Council of Greater New York. Brother Rosen addressed the membership and told them of a trip he had made as a passenger on the Wild Ranger. He commended the crew for their Union principles. He also mentioned an accident he witnessed aboard the ship and

promised to put all possible pressure on the Coast Guard for its failure to send a plane to remove the injured man to a hospital. Minutes of meetings in other ports accepted, except Galveston New Business which was held over to New Business. Agent Tanner spoke on shipping situation and reported that Waterman expects to bring out of the boneyard three ships for the coal run. He also outlined the happenings at the SIU Convention and told of the Union's organizing program to organize everything in the maritime industry. New Business: After discussion, motion carried to accept Galveston minutes. Meeting adjourned with 310 members present.

NEW YORK—Chairman, J. P. Shuler, 101; Recording Secretary, Freddie Stewart, 4035; Reading Clerk, Robert Matthews, 154.

Motion carried to accept and file minutes of meetings held in other Branches. Headquarters report delivered. A&G assistance being given Canadian District outlined to membership. Disposition of Bernstein charter application and status of Cities Service election outlined. Agent reported shipping as being slow,



and urged eligible aliens to apply for their citizenship papers, otherwise they will not be shipped after July 1 per membership resolution. Eleven men took the Union Oath of Obligation. One Brother made appeal for reconsideration of his case by Trial Committee. Matter referred to Appeals Committee.

SAN FRANCISCO—Chairman, A. Michelet, 21184; Recording Secretary, R. W. Pohle, 46826; Reading Clerk, V. J. Keller, 34557.

Minutes of previous meetings in all Branches read and accepted. The Port Agent delivered a report on the fourth international convention of the SIU, held recently in Baltimore. He outlined what was accomplished at the convention, and explained the program that was formulated by the delegates from the several Districts of the SIU. He also discussed the present state of shipping in this area, pointing out that, while shipping was expected to improve a little, the picture as a whole was not too good. He explained that some of the shipping activity normally confined to this port would shift to the Wilmington area, as all the pipeline-carrying ships were due to payoff there. Several communications were read and



acted upon. Patrolman's and Dispatcher's reports were approved, along with Headquarters and Secretary-Treasurer's financial reports. One minute of silence was observed in memory of our departed Brothers. Meeting adjourned at 8 PM, with 138 members in attendance.

Panama Flag Ships Show Abnormal Growth

(Continued from Page 5)

motives behind the transfer of ships to the Panamanian flag, it would be difficult, generally speaking, to maintain that at present the conditions offered in Panamanian ships are inferior to those obtaining under other flags, with the exception of the American. But one or two points may be noted.

THREAT TO LABOR STANDARDS

The owners of these ships are completely free from the restraint of social or maritime legislation or the pressure of trade union standards, so that if the present boom in shipping came to an end there would be nothing to keep Panamanian conditions at the present level.

Furthermore, the ships transferred to the Panamanian flag, for the most part, continue their former practice as far as conditions of service on board are concerned, with the result that there prevails complete chaos in this respect.

In these circumstances it is not difficult to foresee what would happen to labor and safety standards in Panamanian ships, and what would be the effects on the employment prospects of seamen in other ships, in the event of intensification of the competition for freights.

It is the freedom to manipulate seafarers' conditions and other factors governing operating costs which disquiets the seafarers, and which is undoubtedly a major motive for the artificial expansion of shipping under the Panamanian and similar flags.

For the seafarers the Panamanian shipping issue therefore constitutes a direct danger, both

from the short and the long term point of view.

The ultimate consequence of a flight of shipping to flags under which there is no proper regulation and control must be to undermine the whole structure of standards in the shipping industry, both as regards to safety of life at sea and seafarers' working and living conditions.

It is clearly the duty of the seafarers' organizations to check the process before it gets completely out of hand.

The question of the certification of officers illustrates the detrimental effect of the Panamanian position on maritime standards.

In Panama, an officer's certificate can be obtained upon payment of a nominal fee and presentation of a foreign certificate and, there are grounds to believe that little discrimination is exercised in this respect, the danger exists that ships will carry officers holding ranks for which they would not be qualified in ships of other nationalities.

EFFICIENCY RATE LOW

There is evidence that to some extent this position exists today. Similar considerations apply to the other departments on board and, generally speaking, it may be said that proficiency standards in Panamanian ships are below normal.

The number of seamen of Panamanian nationality is negligible, and this may be one of the reasons why to our knowledge there exists no seamen's union in Panama.

But, even if there was such a union, it could not handle the multi-national crowd which con-

stitutes 95 percent of the manpower in Panamanian ships.

The bulk of the crews manning these ships are unorganized, and a considerable proportion of them are indifferent, if not hostile, to trade unions.

The reason for this, in many cases, is that they have either been discharged from the merchant navy of another country on account of bad conduct, or expelled from their trade unions for accepting employment in Panama-flag ships.

SHIPS WITHOUT HOMES

These ships, for the most part, do not visit Panamanian ports. They have no home ports, they are indeed veritable hoboes of the sea. From a trade union point of view the position on board Panamanian ships is therefore chaotic, and there seems to be no solution for it.

We are dealing at some length with this trade union problem, because it has been suggested at times that a solution would be for Panamanian ships, the majority of which are today of American origin, to pay American wages and generally observe American conditions.

But the question immediately arises, who would ensure the observance of those conditions, and who would organize the men concerned in the strong union which would be needed?

Owing to the nature of Panamanian shipping, such a union would require to be represented in many world ports, the more so seeing that a considerable proportion of the shipowners operating under the Panamanian flag are notorious for their sharp practices.

SIU HALLS

SIU, A&G District

BALTIMORE.....14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON.....276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON.....308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS.....523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK.....51 Beaver St.
Joe Algina, Agent HANover 2-2784
NORFOLK.....127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA.....337 Market St.
J. Sheehan, Agent Market 7-1635
SAN FRANCISCO.....85 Third St.
Frénchy Michelet, Agent Douglas 2-5475
SAN JUAN, P.R.....252 Ponce de Leon
L. Craddock, Agent San Juan 2-5996
SAVANNAH.....2 Abercorn St.
Jim Drawdy, Agent Phone 3-1728
TACOMA.....1519 Pacific St.
Broadway 0484
TAMPA.....1809-1811 N. Franklin St.
Ray White, Agent Phone M-1323
WILMINGTON, Calif., 227 1/2 Avalon Blvd.
Terminal 4-2874
HEADQUARTERS.....51 Beaver St., N.Y.C.
SECRETARY-TREASURER
Paul Hall
DIRECTOR OF ORGANIZATION
Lindsey Williams
ASST. SECRETARY-TREASURER
Robert Matthews J. P. Shuler
Joseph Volpian
SUP
HONOLULU.....16 Merchant St.
Phone 5-8777
PORTLAND.....111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.,257 5th St.
Phone 2589
SAN FRANCISCO.....59 Clay St.
Douglas 2-8363
SEATTLE.....86 Seneca St.
Main 0290
WILMINGTON.....440 Avalon Blvd.
Terminal 4-3131
Canadian District
Headquarters.....512 McGill St., Montreal
HALIFAX.....128 1/2 Hollis St.
Phone 3-8911
MONTREAL.....1227 Phillips Square
Plateau 6700—Marquette 5909
PORT ARTHUR.....63 Cumberland St.
Phone North 1229
PORT COLBORNE.....103 Durham St.
Phone: 5591
TORONTO.....111A Jarvis St.
Elgin 5719
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER.....565 Hamilton St.
Pacific 7824

Personals



EDWARD P. WERDA
Get in touch with F. Zielas-
kowski, 801 N. 2nd Ave., Alpena,
Mich.

✂ ✂ ✂
JOHN LEYS
Contact Abraham Berkowitz,
Attorney, 1108-10-12 North Am-
erican Building, Broad below
Chestnut Street, Philadelphia,
Pa.

✂ ✂ ✂
CHARLES PETERS
Your mother is anxious to hear
from you.

✂ ✂ ✂
HILMER E. PARSONS
Get in touch with your sister,
Mrs. Jennie Lundrigen, 30 Haw-
ley St., New Britain, Conn.

✂ ✂ ✂
CARROLL E. HARPER
Get in touch with Ben Sterl-
ing's office, 42 Broadway, New
York City.

✂ ✂ ✂
ERLING MELLE
Your wife asks you to write
her at 920 Eddy Street, San
Francisco.

✂ ✂ ✂
LARRY TEFFT
Get in touch with your old
shipmate from the SS Gateway
City and Arizpa, Edgar Kurz.
His address: 225 East 85th Street,
New York, N.Y. He is anxious
to hear from you.

✂ ✂ ✂
CHARLES L. BERKELEY
Formerly aboard SS Wanda.
Your mother is very anxious to
have you communicate with her
at 20 Main St., Charlestown,
Mass.

✂ ✂ ✂
JAMES O. BRUSO
Get in touch with your wife.
Urgent.

P. J. THORNTON
Communicate with your
daughter, Mrs. R. H. Stephens,
6933 Oakwood St., Jacksonville
6, Fla.

✂ ✂ ✂
HAROLD L. GILLAN
A seaman's wallet, containing
your discharges and photographs,
has been turned in at the New
York Hall. Call for it at the
baggage room.

Money Due
Illustration of a dollar bill and a coin.

SS COLABEE
The following men have retro-
active wages due them, which
may be collected at the Pay-
masters office, 2nd floor, Ameri-
can-Hawaiian Steamship Com-
pany, 90 Broad Street, New York
4, N. Y.

Capriano, Teodorico C.; Jacob-
sen, Edward N.; Herlihy, Donald
T.; Dugina, John J.; Kovamees,
Wasile; Pawel, Frederick; Jen-
sen, August; Gil, Jose B.; Richie,
Nicola; Johnson, Roy 9.; Scialpi,
Ettore M.
Reilly, James; Gerrick, Jr.,
William; Teets, Rolland; Nagles,
Jacobus; Murphy, James E.;
Holmvist, Bengt R.; Kain, Kons-
tant M.; Kelleher, Daniel; Ben-
son, Edgar F.; Cil, Jose; Yudo-
vishes, William; Castelo, Andres
C.
Nelson, Louis; Dingle, George
H.; Bass, Melvin W.; Brown, Joe
B.; Warren, Caswell E.; Childs,
Samuel C.

RUSSELL E. LUND
Your mother is anxious to hear
from you.

✂ ✂ ✂
JOHN J. HARTY
Miss Jessie G. Neal asks that
you call or write. Her address:
30 Bellingham Ave., Revere,
Mass.

✂ ✂ ✂
CLIFFORD NEWTON
Contact V. L. Lyon, Four Leaf
Clover Realty, 501 E. Walnut
Street, or call SY 2-8288. Moved
and missed your communication.

✂ ✂ ✂
DAVID MAXWELL
Get in touch with Miss Bon-
nie McCain, PO Box 313, Phone
39332, Galveston, Texas.

✂ ✂ ✂
MALCOLM CROSS
Your wife, Florence, asks you
to write her. Serious illness.

✂ ✂ ✂
FREDERICK E. BROWNLOW
Communicate with Lora
Brownlow at 125 East 24th St.

✂ ✂ ✂
DAVID B. MORRIS
Toni Ramirez asks you to get
in touch with her at 106 Con-
gress, Mobile, Alabama.

✂ ✂ ✂
FRANK BOYNE
Please write Slim Nelson, c/o
General Delivery, Box 82, Lin-
den, New Jersey.

✂ ✂ ✂
ROBERT CALVERT
You can contact John Wun-
derlich at Savannah Ship Chand-
lery, 117 West Bay St., Savan-
nah, Ga.

✂ ✂ ✂
JOSEPH L. MILFORD
Contact B. G. S. Decker, Sal-
vation Army, 52 Ellis St., N.E.,
Atlanta, Ga.

Frisko Shipping Is Stabilized; No Men Needed

By FRENCHY MICHELET

SAN FRANCISCO — Shipping has slowed down considerably on this coast. This development, coupled with the continuing influx of men from the other coast, is making for a bad situation.

We advise all men who are considering coming out here not to do so. The runs from this coast have stabilized, and none of the companies are contemplating putting any new ships in service from here.

For some months now, we have been following a policy of letting permitmen remain on ships as long as they wished.

The scarcity of jobs has forced us to discontinue this practice, and permitmen are consequently beginning to find the sledding a little rough. It will probably become increasingly so as time goes on.

Most of the payoffs that are scheduled for this coast, in the foreseeable future, will be in Wilmington.

In the Seattle and Portland area very little activity is expected. There are a couple of ships that will payoff there in the near future, and this will help to relieve the situation in San Francisco.

However, we understand that both South Atlantic and Smith and Johnson, who are now operating out of there on the grain run, are going to return their ship's to the east coast once the present grain contracts expire.

To sum up: shipping is only fair now and, from all indications, it will not improve in the immediate future.

Analysis Shows Wood Bill Worse Than T-H

A coalition of Congressmen opposed to the Thomas-Lesinski Bill, which would repeal the Taft-Hartley law, is sponsoring a substitute measure known as the Wood Bill. The Wood Bill is in many respects worse than the Taft-Hartley law and has been denounced by the American Federation of Labor, which declared there is little to choose between the two.

Counsel for the AFL has prepared a detailed analysis of the Wood Bill as follows:

While the Wood bill does throw several sops in labor's direction, in reality—the bill enlarges and strengthens the most objectionable feature of the Taft-Hartley Act, namely, the use of injunctions against alleged union unfair labor practices and in connection with so-called "national emergency strikes."

INJUNCTIONS

The new bill permits the general counsel for the NLRB to file suit for injunction in the federal courts merely upon the filing of charges alleging the union has committed any unfair labor practice, and without further investigation, and the courts are empowered to issue injunctions in such cases in their complete discretion and without any standards to guide them or safeguards to protect against indiscriminate or arbitrary orders.

Under the Taft-Hartley Act, the general counsel can seek an injunction merely upon filing charges only where violations of Section 8 (b) (4), relating to secondary boycotts, are charged, and then only after a full investigation has shown the existence of facts making it reasonably certain that the charges are true.

Furthermore, in respect to the national emergency injunctions, the new bill permits the President to apply for an injunction immediately upon the threat of strike, and without the requirement that a Board of Inquiry be assembled to investigate the dispute and make findings prior to the issuance of the injunction, as is required under the Taft-Hartley Act.

The few safeguards on the issuance of injunctions in cases involving jurisdictional strikes that are contained in the Taft-Hartley Act are eliminated under the new Wood bill, and under that bill either the board or the court has complete discretion to issue orders respecting jurisdictional strikes, without even affording the parties to the dispute an opportunity to settle the jurisdictional dispute for themselves, as was permitted under Taft-Hartley.

The following is a provision-by-provision comparison of the new Wood bill with the Taft-Hartley Act, showing what, if any, changes are made in respect to each of the various provisions in the Taft-Hartley Act. The following provisions of the Taft-Hartley Act are retained, strengthened or modified by the Wood bill as indicated:

OTHER PROVISIONS

1. Disenfranchisement of economic strikers—modified so as to permit an economic striker to vote in a representation election but only if he has not been permanently replaced for a period of 90 days prior to the election. In other words, if the economic striker has been replaced for 90 days, he cannot vote.

SIU Endorses Thomas-Lesinski Bill

In a letter sent to all Senators and Representatives last week, the SIU Atlantic and Gulf District urged enactment of the Thomas-Lesinski Bill, which would repeal the Taft-Hartley Act and substitute a modified version of the Wagner Act. The A&G communication also declared that the Union is vehemently opposed to the Wood Bill (which is analyzed on this page), sponsored by a reactionary coalition of Republicans and Democrats, which in many respects is worse than the Taft-Hartley law. Text of the letter follows:

The membership of the Atlantic and Gulf District of the Seafarers International Union, American Federation of Labor, respectfully urges that you support the Thomas-Lesinski Bill (HR 2032; S 249) in the interests of re-establishing an equitable labor-management relationship.

Our reasons for favoring the repeal of the Taft-Hartley Law and the enactment of the Thomas-Lesinski Bill are the same as those outlined in the official position of the American Federation of Labor.

We strongly feel that passage of the Thomas-Lesinski measure, without crippling amendments, will provide the atmosphere for peaceful and harmonious labor-management relations.

Typical of the injurious effects of the Taft-Hartley Law is its ban on the closed shop. The situation in the maritime industry is a case in point. For years, the closed shop—or Hiring Hall—has been of immeasurable value in maritime and its virtues have time and again been acknowledged by management.

The Wood bill is nothing more than the Taft-Hartley Law under another name. It would do nothing to correct the injustices of the Taft-Hartley Law.

Today, when the rights of laboring men and women in other parts of the world are being wiped out by tyranny, it is more essential than ever for our nation to forcefully demonstrate that American organized labor enjoys equality and justice under the law.

It is our considered opinion that the cause of democracy and the rights of free men and women to better their lot will be rendered a service by your support of the Thomas-Lesinski Bill.

Sincerely yours,

PAUL HALL,

Secretary-Treasurer

2. Blanket prohibitions on restraint or coercion by unions—retained and strengthened by permitting injunctions merely upon the filing of charges and without investigation or issuance of complaint as required under Taft-Hartley.

3. Broad prohibitions on secondary boycotting—retained completely, with the very slight exception that union employees engaged in a lawful primary strike may induce other union employees to assist them in the following limited situation: where these other employees are employed to work on products ordinarily made at the struck plant, as in a case where such products have been jobbed or contracted out, but even then only if these other employees are members of the same local union as the employees on strike and have a contract with their employer permitting them not to work on struck goods.

As can readily be seen, cases where the employer has agreed that his employees need not work on struck goods, and where the employees engaged in the primary dispute are members of the same local union as employees making or working on products for the struck plant, will be very few and far between, so in practical effect the so-called broadening provision is meaningless.

4. Prohibition against jurisdictional disputes—retained and strengthened against unions by eliminating opportunity for parties to settle their own dispute and by permitting court injunction merely upon filing of charges and without issuing of complaint or other investigation.

5. Ban on closed shop and restriction on union shop—retained in most respects, strengthened in others, and modified in some.

Under the Wood bill, all closed-shop agreements requiring membership in a union earlier than 30 days after employment are outlawed, and this even includes agreements which might have been valid under the Taft-Hartley Act, such as those entered into prior to the passage of that act and made effective for a period of years.

While the Wood bill does eliminate the useless union-shop election pre-requisite, it permits employees in a bargaining unit to rescind the authority of a union to enter into a union-shop agreement by majority vote.

ARMS EMPLOYER

The bill further permits the employer to discharge an employee under a union-shop agreement for two reasons, in addition to failure to pay dues and initiation fees, namely, where the employee was expelled from the union for engaging in a wildcat strike or for being a communist or for being affiliated with a communist or similar organization.

Further, the employer is permitted to notify a union 'of opportunities for employment,' but since the prohibitions on the making and use of union-shop agreements are very specific, it is impossible to see any material

benefit whatsoever which could be derived from this provision.

In all other respects the prohibitions on closed-shop agreement and the restrictions on union-shop agreements are identical with those under Taft-Hartley, including the provision making the hodge-podge of state anti-closed-shop laws paramount to the federal law.

6. Exclusion of 'supervisors' from all protection against employer discrimination and refusal to bargain—retained.

7. Proviso permitting employer to use 'free' speech to abuse unions with no threat of reprisal—retained.

8. Non-Communist affidavit and other filing requirements—retained as to unions and extended to include employers.

9. Restrictions on excessive initiation fees—retained.

10. Restrictions on featherbedding—retained.

11. Definition of good-faith bargaining—retained.

12. Employer petitions and decertification provisions—retained.

13. Opening of federal courts to damage suits for breaches of contracts and for violation of secondary boycott provisions—retained, with slight limitation discussed under secondary boycott paragraph (No. 3) above.

14. Restrictions on welfare funds and check-off—retained and strengthened by making check-off authorization automatically non-effective at the expiration of one year from the date of its execution, thus eliminating automatic renewal and making it necessary to procure new authorizations each year.

15. Craft unit proviso—retained.

16. Provision for 60-day notice of termination or modification of existing agreement—retained, except that an employee striking in violation of the 60-day clause does not lose his status as an employee.

17. Separate conciliation service—retained.

18. Provision for enjoining strikes in emergency situation, 80-day 'cooling-off' period and 'last offer' election—strengthened by permitting injunction at any time a dispute is threatened without investigation or fact-finding by presidential board. However, the useless last offer election is eliminated.

ELIMINATES SAFEGUARDS

Under the Wood bill, the safeguards inherent in an investigation by a board appointed by the President, which makes an investigation and issues findings of fact prior to the issuance of an injunction, are entirely eliminated. The board now functions only after the injunction is obtained.

Thus, the Wood bill makes it impossible for the President even to attempt to settle the threatened national emergency by the appointment of a Board of Inquiry without first obtaining an injunction.

Under the injunction the court can order the parties to the dispute to use their best efforts to settle it, under threat of contempt of court if they fail to do so.

The Wood bill, therefore, would arouse all the antagonisms that are automatically induced by the issuance of any injunction in a later dispute before the President is empowered to even try to bring about conciliation or settlement of the issues.

19. Restrictions on political contributions by labor organizations—retained.

20. Separation of powers as between board and general counsel—retained, and powers of general counsel greatly expanded by giving him absolute discretion to seek injunction in any case where charges may have been filed.

CONCLUSION

From the foregoing section-by-section comparison of the Wood bill with the Taft-Hartley Act, it can be readily seen that, if anything, the Wood bill is more vicious, and more oppressive than the Taft-Hartley Act and should be as strenuously opposed.

Wherever the restrictions of the Taft-Hartley Act are lessened, it is for the most part in unimportant respects, and, on the other hand, the most objectionable of the Taft-Hartley Act provisions—those dealing with injunctions against labor organizations—are considerably strengthened.

If the foregoing analysis is compared with the analysis of the Thomas-Lesinski bill, it can be seen that the Wood bill could not, under any circumstances, be considered in any way an adequate substitute.

Write Your Congressmen

Seafarers and members of their families are urged to write immediately to their Senators and Congressmen, telling them to vote for the Thomas-Lesinski Bill to replace the Taft-Hartley law. The Thomas-Lesinski Bill is now before the House. The complete list of Senators and Representatives, arranged according to state and district, appears on pages 8 and 9 of this issue.