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# SIUNA Staff Officers Launch New Pharmacist Mate Training Facility

NEW YORK—The SIUNA-affiliated Staff Officers Association formally dedicated its new Pharmacist Mate Training School recently, at the U.S. Public Health Service Hospital, Stapleton, Staten Island.

The ceremony marked the start of an intensive nine-month medical training program designed to give pursers the skills of physicians assistants. The first class of 30 pursers is already enrolled.

All of those who successfully complete the course will be certified by the U.S. Coast Guard as pharmacist mates at their graduation. The school is being conducted jointly by the Staff Officers' Association and the government in an experimental project that may provide a prototype for a vast medical training program for civilians in other industries and possibly government employees.

Speaking at the dedication ceremonies, SOA Secretary-Treasurer Burt Lanpher described the new program as one that would benefit not only SOA members by upgrading their skills but would benefit "the entire fleet and the men that go to sea . . ."

The Union put up more than \$100,000 of its own funds to help get the new training facility under way.

Dedication day of the reinstated purser-pharmacist mate program, which became extinct following World War II, culminates more than two years of a vigorous campaign by SOA officers.

The school, which offers new opportunity for job advancement, represents a victory for the union which has labored arduously through a maze of red tape and a labyrinth of inter-connecting Federal, state and local agencies.

The program will be conducted under the auspices of the U.S. Public Health Service under the immediate supervision of Dr. Thomas Shinnick and the New York State Board of Education under the direction of Dr. John Leslie. It is a joint project with the Union, the New York State Board of Education and the Federal Government sharing in devel-

opment of the training program.

Graduates of the school will be certified by the Coast Guard. Instructors will be members of the staff of the Stapleton Hospital, both doctors and nurses. In addition to the nine-month training course, purser-pharmacist mate graduates will have special training for shipboard conditions and will be qualified to handle radio pratique.

The first class of 30 pursers has already been enrolled. They will not reside at the hospital but will receive a per diem allowance contributed by the SOA and the Department of Labor. The funds for the school's operation will come from the Federal Government, though the New York State Board of Education and the Public Health Service will provide the classroom facilities.



Purser Jean Van Geuns (seated), enrolled in first class of the new Staff Officers Association Purser Pharmacist Mate Training School, receives instruction in proper use of a microscope. Looking on are (standing, left to right): SOA School Director James R. Oliver, purser-student Harold Putnam, SOA Secretary-Treasurer Burt Lanpher, and USPHS director of pharmacist mate school Carnick Markarian.

## Lifeboat Crew From SIU Ship Aids In Burning Tanker Rescue Attempt

NEW ORLEANS—SIU crewmembers manning the Steel Navigator (Isthmian) participated in a dangerous rescue effort last month as they attempted to rescue victims trapped by a fire aboard the Gulfstag, a tanker owned by the Gulf Oil Company.

The Gulfstag had burst into flames in the early morning hours of Oct. 24 while 60 miles off Morgan City, La., in the Gulf of Mexico.

The Steel Navigator was six miles away from the stricken vessel when it received a request from the Coast Guard to respond to the SOS cry from the Gulfstag. The Steel Navigator proceeded full speed ahead in search of the tanker.

As the Navigator approached the oil tanker, Capt. James Redican ordered lifeboats over the side and 12 members of the crew volunteered to man them and search for survivors of the Gulfstag.

The lifeboat crews from the Steel Navigator included SIU members T. Tomczak, AB; U. S. Veach, AB; B. Kitchens, Bosun; C. M. Gigantille, deck; E. Carreras, FWT; Jose Sanchez, Wiper; L. J. Kubecka and his brother, T. W. Kubecka, both Wipers; and Steven O'Brien, Messman.

The Navigator's chief engineer, Ernest C. Goldsmith, described how the volunteers "weren't concerned with their own safety; they were just out there to save lives.

"They took the boats right alongside the ship where the fire was confined at the time, to the stern section, and they searched each of the lifeboats adrift from the Gulfstag for men."

The heat of the fire was severe and the smoke from the blaze inhibited rescue efforts. The flames might have touched off the cargo of oil at any time, blowing everything in the vicinity to bits. The oil tanker itself was just about destroyed, seven men are believed dead, and three others suffered serious burns. The SIU men who participated in the rescue attempt were unharmed.

The incident brought to mind another rescue attempt by crewmembers aboard the SIU-contracted Steel Maker last January.

In an angry sea with waves running from forty to fifty feet and winds blowing near hurricane force, the Steel Maker pulled from the ocean four Spanish seamen who had foundered on the storm-swept waters in a tiny raft for more than seven hours.

The men who were rescued had escaped the stricken vessel Monte Palomares caught in a North Atlantic storm about 900 miles east northeast of Bermuda.

## Report of International President



by Paul Hall

Maritime labor has fought many battles in recent years in its attempt to halt the headlong decline of the maritime industry and revitalize the American merchant fleet.

Seldom has the importance of a campaign been as evident as the successful struggle waged by the SIU and other maritime unions that resulted in the removal of the Maritime Administration from the new Department of Transportation. Had maritime labor not fought against MARAD's inclusion, the recent appointment of Alan S. Boyd to head the new Transportation Department might have represented a major setback for the future of the American Maritime industry.

The recommendations of the Interagency Maritime Task Force Report, sometimes called the Boyd Report, show that Boyd, who headed the committee that formulated the Report, does not fully understand and is not in sympathy with the desperate plight of the American maritime industry. Put into effect, the recommendations of the Boyd report would result in the death of the industry. It can be assumed that if the Maritime Administration had been included under his jurisdiction as part of the Transportation Department, those recommendations would bear heavily on his attitude toward the U.S. merchant fleet. Maritime labor's campaign, aided by legislators interested in preserving the maritime industry, prevented this from happening.

However important maritime labor's successful campaign to exclude MARAD from the new agency has proved, it represents merely a holding action to prevent further serious injury to the industry, which is already sick and desperately in need of aid.

Maritime remains confronted with many serious problems that must be faced squarely and solved. Proposed solutions have been submitted by the SIU and other maritime unions, many of which are reflected in the report prepared by the President's Maritime Advisory Committee. These are creative, practical solutions geared to the needs of maritime and would go a long way towards halting the continuing decline of the industry and would make a substantial contribution in creating a strong, healthy American-flag merchant fleet adequate for the nation's commercial and defense needs.

It is in this area where maritime labor must continue to struggle—to bring about the adoption of a new policy toward maritime, a policy geared toward the growth and expansion of an industry which is vital to any nation's economic well being and defense capabilities.

The new Purser Pharmacist Mate Training School recently inaugurated by the SIUNA-affiliated Staff Officers Association is a big first step toward insuring better health and medical treatment for every American seaman, and further, for everyone who goes to sea aboard an American-flag vessel—seamen, officers and passengers as well.

As SOA Secretary-Treasurer Burt Lanpher pointed out at the dedication ceremonies for the new school, too many life and death races at sea have been lost, too many American seamen have had to be left in foreign hospitals, too many seamen have been disabled because of the lack of medical care aboard American-flag vessels.

As a result of the new SOA Purser Pharmacist Mate training facility, American seamen can look forward to a day when no American-flag ship puts to sea without a trained pharmacist mate on board. But even the shorter-run gains in health and safety for every American seaman will be immense. Through the training in medicine and radio pratique provided through the new training course, purser-pharmacist mates will be able to provide invaluable aid to sick or injured crewmembers of vessels which do not yet have such trained men aboard.

It is also important to note that this long-standing void in shipboard medical training is finally being filled through the efforts of an American labor union, which had to fight a long, uphill struggle and put up its own funds to bring this worthy and long-needed program to reality. In this case, as in so many others through the years, it has fallen to the American labor movement to initiate important health and safety programs which have otherwise been ignored.

Also of great importance is the fact that the new Purser Pharmacist Mate Training School is being conducted jointly by the SOA and the government in an experimental project that may provide the prototype for a vast medical training program for civilians in other industries and for government employees. This union-initiated program might then someday benefit the health and welfare of millions upon millions of Americans whose medical needs, in this richest of all nations, are often shockingly neglected.



Smoke billows from stern of oil tanker Gulfstag, which burned in the Gulf of Mexico. Rescue attempts by SIU crewmembers of Steel Navigator, who rode right next to the flaming ship and hunted the sea for survivors from Gulfstag, were fruitless.

### SEAFARERS LOG

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## 12 Seatrain Ships Chartered By MSTs For Three Years

WASHINGTON—The Military Sea Transportation Service has chartered 12 vessels from SIU-contracted Seatrain Lines for the worldwide transportation of military cargoes.

The recently concluded contract has been described as the largest charter of commercial tonnage in a bloc in the history of MSTs. The 12 vessels will be under charter for three years at a cost to MSTs of \$106 million.

The deal includes three vessels already chartered by MSTs last May, five additional existing Seatrain vessels and seven Mission type tankers allocated to Seatrain by the Government earlier this year and now undergoing conversion.

By means of the charter, MSTs is reportedly seeking a "multi-purpose" cargo system with the ability to transport anything from conventional general cargo to cargo in containers and wheeled and tracked vehicles, including rail cars.

A Seatrain spokesman said the line's Puerto Rico service will not be affected by the charter and will

be maintained and expanded with three vessels—two newly converted ships with double the capacity of older tonnage and one older vessel.

Service between Edgewater, N.J. and Texas City, Texas, will be temporarily discontinued however, he said. This coastwise service has been maintained in the past with two vessels.

Three of the Mission type tankers involved in the charter are presently undergoing conversion at the Maryland Shipbuilding and Drydock Company in Baltimore. Four others are being converted at the Newport News Shipbuilding and Dry Dock Company at Newport News, Virginia.

Three or four of the chartered ships are scheduled to start working for MSTs before the end of the year, with all 12 ships expected to be ready for military duty by next June.

### SIU Boatmen Stand Firm

## 'Layoff Notice' Dispute Still Stalls Ending of Baltimore Tug Strike

BALTIMORE—The SIU-Inland Boatmen's Union strike against three Baltimore tugboat companies is headed toward its seventh week. Both sides met for just an hour with a federal mediator on November 16th, their first confrontation since October 18th

when the companies walked out on a Union committee.

The recent meeting was ended by the mediator, who called a recess until further notice.

The Union's major demand is for the companies to give each man at least a 24-hour notice before a layoff. This provision is already standard for SIU tugmen in Philadelphia. During the past year tugboat men in Baltimore were laid off from 20 to 30 working days apiece. The Union contends that the company knows the port conditions and manpower requirements as much as a week in advance and consequently there's no reason, they believe, for a man to have to report to work daily, not knowing if he will be hired and/or compensated for being there.

SIU Vice President Robert A. Matthews, who is coordinating strike action with SIU Vice President Earl (Bull) Shepard, said that "the companies flatly refuse to discuss this and there exists the deadlock in our talks. The company wants a unilateral right to tell a man when to go on and off the payroll. Wages are not a basic issue. Conditions of employment are."

The Baltimore strike began October 12th, following a strike vote by the membership. The three struck tugboat companies are the Baker-Whiteley Towing Co., the Baltimore Towing and Lighterage Co., and the Curtis Bay Towing Co.

The strikers are determined to remain out as long as necessary, though they will continue to dock, and undock, without pay, any ship certified by the Maritime Administration as a military cargo vessel bound for Viet Nam.

## AFL-CIO Foreign Policies Reaffirmed After Review By Executive Council

WASHINGTON—The AFL-CIO Executive Council has unanimously re-endorsed the federation's positions on foreign policy developed since the merger as "sound" and "justified by events."

The council's review of position statements and convention actions on international affairs opened its fall meeting here. The day-long discussions on 19 different items making up the AFL-CIO's comprehensive views on foreign policy brought the conclusion by the council that labor's positions "have stood the test of time."

The three-day meeting also took a detailed look at the results of the 1966 election and the makeup of the 90th Congress. Despite the difficulties posed by liberal losses, the council said, the accomplishments of the 89th Congress must be both "protected and broadened." (See Story P. 4.)

The council also voted support of strike and bargaining objectives of a number of affiliates and dealt with internal matters of charter application and requests for financial aid.

On international affairs, the council noted that the AFL-CIO has continually re-evaluated its positions for the past 11 years and "will continue to do so." It declared that "our judgment in all cases will continue to rest upon our unalterable devotion to freedom for all men in all places at all times."

Meany added that the review produced the conclusion that there has not been a single thing that the AFL-CIO has said in the past 11 years "that we wouldn't say again." He reaffirmed that the policies have stood "the test of time."

The positions and actions reviewed by the council included: Basic Estimate of International Crisis; Struggle Against Colonialism; Support for Programs of

Economic Assistance and Development; Support Development of Democracy and Effective Free Trade Unions in Africa, Latin America, etc.; Support the United Nations; For National Defense, NATO, Disarmament and World Peace; For German National Reunification in Freedom and a Free and Secure Berlin.

Changes Behind the Iron Curtain; "Peaceful Co-Existence," East-West Trade; Free Trade Union Exchanges with State Company Unions; Recognition of Communist China and Admission to UN; Sino-Soviet Differences; Viet Nam; Santo Domingo; For Peace and Social Progress in the Middle East; Support Expanded International Trade and Reciprocal Trade Agreements; ILO; Build and Strengthen ICFTU, ORIT and

Trade Secretariats.

The review of international affairs was placed on the meeting docket at the request of Vice President Walter P. Reuther, but Reuther did not attend the session, wiring that he had to attend instead a meeting of the Auto Workers executive board. Meany noted in reply to a query that Reuther had participated in the work of the council and all AFL-CIO conventions that had adopted the policy positions and had been recorded as in support of all of them.

He noted that Reuther had differed with the majority of the council on the protest walkout by worker delegates to the ILO convention earlier this year, but that was the only difference he was aware of.

### At Washington Hearing

## SIUNA Declares Its Opposition To Apprentice Engineer Rating

WASHINGTON, D.C.—Spokesmen for the SIUNA told a public hearing conducted by the U.S. Coast Guard Merchant Marine Council in Washington, D.C., on Nov. 22, that they were opposed to the establishment of a new apprentice engineer rating for seamen.

The SIUNA presentation was given by SIUNA President Paul Hall, SIUNA Vice President William W. Jordan, who is also president of the SIUNA Marine Firemen's Union on the West Coast, and Fred Farnen, secretary-treasurer of the SIU-Great Lakes District.

The SIUNA position stated, "we of the SIUNA would consider any attempt to place any of these apprentice engineers aboard any vessel having a collective bargaining agreement with any of our affiliated unions as an attempt to infringe upon our jurisdiction and to violate our contracts."

The SIUNA stated, "That approval by the Coast Guard of this new classification of apprentice engineer would serve only to foment jurisdictional disputes between the licensed and unlicensed unions and to precipitate possible tie-ups or delays of American-flag merchant ships at a time when they are critically needed for the Vietnam war emergency."

The union said that "it must be recognized that the largest single source of skilled, reliable and efficient licensed engineers for the American-flag merchant fleet has traditionally been the pool of unlicensed engine room personnel coming up through the ranks from wiper through various Q.M.E.D. ratings."

"Moreover," the union's statement continued, "it is estimated that there are at least 2,000 skilled unlicensed engine room men available today, with years of experience in Q.M.E.D. ratings, who possess all of the necessary Coast Guard qualifications for an engineer's license; and the unions representing these men have programs for upgrading such qualified men to licensed engineers' ratings

within weeks, rather than the years proposed in the programs of the licensed unions which have requested these changes. . . .

"Certainly, it would be far more in the national interest, and in the interest of effective participation of the merchant marine in the war effort, if the Coast Guard were to support present programs for the upgrading of unlicensed engine room personnel to licensed engineers' ratings rather than approve programs which would threaten the effectiveness of, and create conflicts with, existing programs.

"Coast Guard recognition of time spent as an apprentice engineer could therefore lead only to a downgrading of the enviable record of skill, efficiency and safety established by the present corps of marine engineers and cause deterioration in the productive quality of the American-flag fleet while at the same time increasing its cost of operation," the union's statement concluded.

Following the hearing, SIU President Paul Hall said, "the fundamental issue here is the protection of the jobs and livelihoods of the unlicensed members of the engine department on all American-flag vessels.

"Any tampering with the present ship personnel structure as suggested with the apprentice engineer proposal, obviously threatens the security of unlicensed seamen in general and unlicensed engine-room men in particular," Hall said.

Hall added that "aside from the threat to unlicensed seamen's jobs inherent in the proposal, it is rendered even less judicious by the fact that there are workable alternatives that are of greater benefit to all concerned—the seamen involved, management and government. It is hoped that this issue can be resolved by the interested unions in the proper atmosphere."

## 105th Seafarer Passes Engineers License Exam

Seafarer Ellis Cottrell recently became the 105th SIU man to be issued an engineer's license by the Coast Guard after attending the training school jointly sponsored by the SIU and District 2, the Marine Engineers Beneficial Association.

Brother Cottrell is 39 years old. He joined SIU in 1961 and shipped out as an oiler and FWT.

Seafarers who enroll in the program are able to take any of the upgrading courses offered at the Engineers School if they are at least 19 years of age and have 18 months of Q.M.E.D. watch standing time in the engine department plus six months experience as wiper or equivalent. The school offers qualified instruction in preparing for Third Assistant Engineer, Temporary Third Assistant Engineer, or Original Second Engineer's licenses.

SIU engine department men who have the necessary requirements and who want to enroll in the school can obtain additional information and apply for the course at any SIU hall, or write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, N. Y., 11232. The telephone number is HYacinth 9-6600.



Cottrell

## Ship Struck By SIU In 1957 Up For Auction

BALTIMORE — Rusting and listing badly, the former Cuban freighter Ciudad de la Habana (the ex-Canadian Challenger), which was struck by the SIU in 1957 and has remained at Baltimore since 1958 without moving, will be sold at public auction by the U.S. Marshal on November 29.

The Habana and seven other freighters once owned by the SIU of Canada-contracted Canadian National Steamship Company and manned by Canadian Seafarers, were struck in 1957 in a straightforward dispute over wages. Canadian National then sold the vessels to Flota Maritima Brownig de Cuba which attempted to operate the ships on a Great Lakes to Cuba run with foreign scab crews.

Seven of the vessels remained tied up in Halifax, Nova Scotia. However, in spite of the SIU picketlines, a Cuban crew was flown in which took the Habana to Baltimore where she was picketed by the SIU at the Maryland Shipbuilding and Drydock Company. Shipyard workers honored the SIU picketlines, refused to touch the vessel, and she has remained in Baltimore ever since.

## Legislative Gains Must Be Protected, AFL-CIO Urges At Council Meeting

WASHINGTON—The accomplishments of the 89th Congress "must be both protected and broadened," the AFL-CIO Executive Council declared, despite the difficulties posed by the results of the elections.

Terming the 89th Congress the "most progressive" in history, the council said the laws enacted must be safeguarded especially "against the strangulation of inadequate appropriations."

Acknowledging that the election has made this job more difficult, the council pledged that organized labor will not "shirk" its job in this regard. It noted that there is also unfinished business from the 89th Congress that should be completed by the 90th Congress.

The election results, it said, have not changed the problems that face the nation—poverty, racial discrimination, improved education, inequities in labor laws and the challenges posed by an urban America. While some of these problems have been ameliorated "none of them has been

solved," the council declared.

Commenting on the elections and the outlook for the 90th Congress at a press conference, AFL-CIO President George Meany made these points:

- Organized labor may not "move as fast" in legislation terms as a result of the elections, "but we will keep moving."

- It will be more difficult to get good legislation from the 90th Congress.

- The AFL-CIO has lived with adverse congresses before and despite the loss of liberal strength in the new Congress there is "something to build on."

- Organized labor is neither pessimistic nor optimistic about the new sessions starting in 1967, and it will fight to implement appropriations for programs adopted by the 89th Congress, revive the campaign for overhauling the unemployment compensation system

by adoption of federal standards. Meany acknowledged that the outlook for repeal of Section 14(b) of the Taft-Hartley Act was "pretty dim."

- The AFL-CIO is never satisfied with the status quo in terms of legislative and political programs.

- COPE did a good job in the elections, but despite its efforts "some of our members" did not vote for labor-endorsed candidates. A detailed analysis is now under way of the election results, especially in areas where large numbers of union members live, to determine why labor-backed candidates did not get as high a percentage of the votes as in previous years.

- Labor is concerned about proposals to enact compulsory arbitration legislation. Meany reaffirmed labor's historic opposition.

### To Keep Medicare Drug Costs Down

## New Investigation Set to Probe Price Gouging by Drug Companies

The high cost of prescription drugs and the move by the Johnson Administration to do something about it have thrown the drug industry into an uproar.

The \$3.4 billion-a-year prescription drug market is heavily dominated by a few big manufacturers.

Some years ago the late Senator Estes Kefauver (D. Tenn.) exposed the fantastic "profits in pain" but legislation to take action against the industry was watered down to become almost meaningless.

Now the issue is rising again.

One reason is that under Medicare the programs will finance purchase of some \$200 million in drugs next year. If, as many Congressmen propose, the financed drugs are extended from just in-hospital use to outcare use as well, it could mean that the Federal government would have about a \$400 million annual investment in the cost of pharmaceuticals.

### Orders Inquiry

Recently, President Johnson ordered an immediate inquiry into the high cost of medical care. The study, now being conducted by the Department of Health, Education and Welfare, will cover drugs as well as hospital costs, doctors' fees and other aspects of medical care.

A number of bills are being prepared for the 90th Congress to open, once again, to full public exposure what is happening in the drug field.

Many of these proposals would require the use of the generic—or real—name rather than the brand name. Since the big drug manufacturers have spent millions of dollars on the brand name, they are fighting the proposal.

It is behind the brand name, however, that the manufacturer is able to command such a fantastic price for his product. It would not be so easy with the use of the generic name.

Senator Russell Long (D. La.), chairman of the Senate Finance Committee and Majority Whip, has spoken out strongly on the drug issue and is expected to lead a fight as soon as the 90th Congress opens.

Long contends that under Medicare and welfare programs, alone, if the generic name were used it would save the Federal government at least \$100 million annually.

The National Council of Senior Citizens reports

that the drug industry "has sought ways to ease the Government criticism of high drug prices paid by Federal programs while urging Congress to keep hands off the industry."

One drug company was reported offering to provide a 25 percent discount to the nation's hospitals on all the company's prescription drugs used by Medicare patients during their hospitalization. Part of the discount would be passed on to the Federal Government.

The company announced its discount in 300,000 letters to doctors so the medical men would prescribe the firm's drugs.

To forestall Federal action, the drug manufacturers are placing ads in Washington, New York and Chicago newspapers and other publications. They claim that while the cost of living has gone up, prescription prices have actually dropped 9 percent from what is described as the "1957-59 base" price period.

The Senior Citizens decided to make its own study. It "found that the cost of average new prescriptions had actually risen some 15 percent during the period the Pharmaceutical Manufacturers Association claims prescription prices dropped 9 percent."

### Price Conspiracy

Speaking on the Senate floor a few months ago, Long charged an international price conspiracy in tetracycline, currently the most important antibiotic in this country and throughout the world.

He said it costs about one cent to produce a tetracycline capsule and for years it has been marketed to druggists for 30 cents a capsule and consumers have had to pay 50 cents.

Long said that as a result of a Federal Trade Commission decision in 1963, which found three major drug manufacturers—American Cyanamid, Pfizer and Bristol—guilty of violating the anti-trust laws, a number of smaller companies began marketing tetracycline at much lower prices. They charged only five cents for the pill that cost a penny to produce.

This is an example of what could be brought to public exposure if the Presidential study and Congress moves in this field as expected.

It would be the most decisive assault on the rising cost of medical care possible.

## The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

The strike by the SIU Inland Boatmen's Union against three tugboat companies in the Baltimore area is one of the best examples of union solidarity that you will see. SIU Baltimore tugmen are determined to stick this strike out until they win the same rights enjoyed by their fellow SIU tugmen in other cities. In addition, many other unions in the Baltimore area have given their support to the strike and are helping out in any way possible.

### New York

Twenty-eight year SIU-man, Dewey Daughtrey was by the hall recently and ran into some old friends. Dewey, whose last ship was the Texas sails as FOWT.

John Flannery enjoyed his last ship, the Louisiana, on which he sailed A. B. John's been a member of the SIU for 26 years.

Roland Grigg has been checking the boards seeking a follow-up to his fine trip on the Bradford Island.

Arthur Ballu was with Dewey Daughtrey on the S/T Texas. Arthur is looking for a run to a nice warm climate in order to escape those northeast winters.

### Philadelphia

The City of Brotherly Love has enjoyed some fair shipping of late.

Raymond Kroupa registered at the hall recently and chatted with some Seafarer buddies. He's a 14-year SIU-er who last sailed in the deck department of the Ames Victory.

George Barnes intends to stay on terra firma until after the holidays, at which time he'll pack his gear and get ready to ship out again. George's last ship was the Globe Carrier.

Dimas Rivera, a 23-year SIU veteran who last sailed in the deck department of the Alcoa Trader, spent the summer months at home. Dimas is all ready to ship out again.

### Boston

Shipping activity out of Beantown port has been somewhat slow this past period, though we expect it to pick up in the coming one. We've had the pleasure of seeing several veteran Seafarers around the hall lately. Twenty-three year SIU-man Benjamin Boudreau who last shipped out on the Baltimore as OS, enjoyed a vacation tour of Canada and Nova Scotia and is back in Boston now ready to ship.

One Seafarer raring to beat it out of Beantown in advance of a frigid New England winter is Edward Killigrew. Ed's last ship was the Transeastern on which he sailed as A.B. Tropical weather is more to Ed's liking than anything else and he's ready to grab the first foreign run that will bring him some sunshine.

Family man John Kulas, passed some time at home with his family following a stint as oiler on the Overseas Joyce. He's ready to go again with the first job put on the board.

### Norfolk

Norfolk has been enjoying some brisk shipping activity recently with two sign-ons, two payoffs, and two ships in transit. The future also looks good. We're all glad to learn that Charlie Jones is no longer hospitalized and has been feeling virgorous enough to catch up on some hunting, his favorite pastime.

"It's great to be back," according to Johnnie Hodges, a 16-year SIU-man who recently got back stateside after an 8-month voyage

as steward aboard the St. Christopher, a ship that spent a good while shuttling about the Persian Gulf. Also happy to be stateside again is Joseph Robertson. Joe was away from the home port for five months going to and from Rotterdam on the Globe Carrier. He's taking a little rest now but will be ready soon to ship again.

Tom Stubb's new motorcycle is getting some exercise. Tommy hopes that this one will last longer than his previous motorcycle, which enjoyed a life of just two months. He's a 12-year SIU-man who most recently sailed as oiler on the Duval.



Robertson



Killigrew

### Baltimore

Activity has been lively for the past two weeks with 8 ships paid off, 7 signed on, and 7 in-transit. The outlook for the coming two-week period looks very good.

James M. Rogers who has been sailing engine department for 25 years, paid off the Ames Victory about four months ago, and is back at the hall studying the board now.

H. Arlinghaus, who has been sailing deck for 22 years, recently paid off the Alcoa Mariner following two Vietnam runs. He took some time off before shipping out as A.B. on the Sacramento bound for India.

Jim McDonald, a 20-year SIU man in the engine department, has been around the hall waiting for a deck engineer's slot on a Calmar ship. His last ship was the Marymar. Jim commented on how pleased he is with SIU vacation and welfare benefits.

### Puerto Rico

Minimum wage rates in P.R. have lagged behind stateside scales, and the prospect for equity has been dimmed by the forecast of a U.S. Department of Labor official who stated that it might well be more than two years before they reach the level of the states.

The first shipment of oil ever refined in the Virgin Islands sailed from here for Perth Amboy, New Jersey. The 175,000 barrels of bunker fuel were refined at the new \$30 million Hess Oil Refinery from crude oil brought from Venezuela.

So, Rafael Ramos put in an extended stay on the beach before grabbing an oiler's job on the Seatrail Louisiana. Oliver Flynn also took some time off on the beach between runs on the San Juan and then the Warrior. The Bosun of the Malden Creek, Alfonso Rivera, dropped by the hall recently to say hello,

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Consideration of a new connecting waterway to be constructed between the Mississippi River and the Mississippi River Gulf Outlet continues. No recommendation will be announced, however, until a study is completed by the Louisiana Department of Highways and the U.S. Corps of Engineers, according to Dock Board President Harry X. Kelly.

Under secretary of the Navy Robert H. B. Baldwin addressed a Navy Day luncheon in New Orleans recently and candidly commented on ship unloading tie-up in Saigon harbor.

Baldwin denied that cargo operations there were inept. In fact, he asserted they were a "shipping miracle." He noted that earlier in the Viet Nam conflict it took 12,000 man hours to unload a ship. Now, it takes just 750.

### New Orleans

Chief Steward Vic Romulo is taking a rest after making many



Romolo



Garza

a voyage down south on the *Del Mar*. He plans a relaxing vacation around the tables in Las Vegas and will be ready to go again when he returns. FOWT Anthony Garza got off the *Del Rio* recently and has been lounging around the hall taking it easy, eating red beans and rice, and wearing out the newspaper. Now, he says he's ready for either a trip on one of the new Delta Line ships or a ship on the pineapple run. Tony lives in Gretna, La.

Harry Durecher last sailed as assistant pantryman on the *Del Sud*. He is now scanning the shipping board for another job. After making many a trip as Day man on the *Walter Rice*, George Hernandez has tired of the Hawaiian sugar run and is looking forward to a trip to South America, preferably on the *Del Rio*. John "Monk" Kelly was in the Union Hall Cafeteria recently regaling his fellow Seafarers with stories about the old days when the union hall was on Bienville St.

### Mobile

Shipping is presently a bit slow here and the prospects for the coming month are slow also. One ship is laid up, the *SS Alcoa Roamer*.

Back after a six month trip to Viet Nam on the *Roswell Victory*, Tommy Jenkins is currently on the beach relaxing. Tommy has sailed all steward dept. ratings from messman to chief steward. He lives alone in Mobile since the passing of his wife earlier this year. Otha Bryars is at home in Perdido, Ala., and intends to do a little deer and turkey shooting before shipping again. Bryars spent the last seven months as oiler on the *Alcoa Ranger* down in bauxite country. James Hammond recently piled off the *Mt. Washington Victory* after thirteen very warm months in the Persian Gulf trade winds. He'll be taking a trip to the New Orleans USPHS to get a thorough check-up before registering again.

Morris J. Danzey, one of four Seafaring brothers (all SIU), recently paid off on the intercoastal trailership, *Panama*. M.J. is married, makes his home with his wife in Mobile.

Chief electrician Ethan M. Mercer, whose last ship, the *Maiden Creek* plies the Puerto Rico run, is taking it easy for awhile at his home in Mobile. Seafarer James Barnett finished a couple of trips to Japan as nite cook and baker aboard the *Ocean Anna*. Jimmie is currently registered and watching the shipping board for some steward dept. action.

### Houston

Seafarer Roscoe Hampton said that he will shortly be looking for a ship going to Viet Nam. He ships in the engine dept. A. Pinchook, a deck dept. Seafarer, is taking a shot at obtaining an AB's tickets. Another deck dept. man again trying for his AB ticket is J. A. Chestnut. This will be J. A.'s second time around and he's confident he'll come through a winner.



Award for outstanding service to safety was presented to the Seafarers International Union at the recent meeting of the National Safety Council Congress in Chicago. In addition, SIU Safety Director Joe Algina was awarded an individual citation for his efforts to promote safety at sea. At presentation ceremonies above are (l-r): Harrison Tyler, ILA Local 19 President; Joe Leonard, ILA Safety Director; Jacob Gold, U.S. Dept. of Labor; Hurley Porter, ILA Local 19 Sec.; and SIU Safety Dir. Joe Algina.

## SIU's Toxic Cargo Recommendations Supported by C.G. Safety Officer

CHICAGO—Recommendations made by the SIU Safety Department to insure the welfare of Seafarers aboard vessels transporting toxic and combustible liquids in portable tanks have won the support of the U.S. Coast Guard Officer in Charge of Marine Inspection, New York.

In a paper presented at the 54th National Safety Congress and Exposition of the marine section of the National Safety Council, C.G. Capt. William F. Rea called for new regulations to assure that personnel on board vessels are provided with complete information as to characteristics of the cargoes they are transporting and how to deal with them in the event of fire, leakage or other emergency.

### Fire Fighting Gear

In addition he called for a tightening of the present regulations to assure that the vessel is carrying the additional fire fighting equipment that is necessary when the combustible liquid is on board, plus further clarification of regulations pertaining to portable tanks and various types of toxic and combustible liquid cargoes.

Also present at the four-day meeting in Chicago was SIU Safety Director Joseph Algina. The SIU had previously recommended the posting of placards in the messrooms informing crewmembers of the type of cargo aboard, its special properties, instructions for dealing with them in case of emergency and instructions for dealing with medical emergencies arising from crewmembers contact with such chemicals.

### Protective Garments

In addition to new regulations to assure the availability of proper fire fighting equipment aboard any vessel transporting such cargoes, the SIU also called for the inclusion of protection garments such as special fire and chemical resistant clothing and special breathing apparatus in case of accident.

Injuries caused by toxic or combustible fumes escaping from leaky containers has become a problem of growing importance recently. In July of this year crewmembers of the SIU-contracted *Fairland* (sea-land) were hospitalized, victims of a leakage

of one of the tank containers aboard. The containers were filled with tolylene diisocyanate. The leak was discovered after one day

at sea. Contact with this liquid, or its fumes, can cause severe lung damage, serious skin burns and harmful eye irritations.

## The Pacific Coast

by Frank Drozak, West Coast Representative



The Port of Los Angeles set a new record for handling general cargo during the fiscal year ended June 30. For the first time, general cargo shipments totalled more than 5 million tons. General cargo includes all commodities except lumber, bulk oil or pipeline commodities. This category accounted for 5,394,031 tons of traffic out of the year's total of 26,182,113 tons.

The total tonnage represents a 4 per cent increase over the previous year's. During the fiscal year just ended, 3,818 ships stopped by the port.

A number of new facilities in Los Angeles have increased shipping capabilities. The \$7.2 million Indies terminal can berth six ships

geles.

Ships in transit are the *Geneva*, *Cities Service Norfolk*, *Penmar*, *Erna Elizabeth*, *Oakland*, *Marymar*, and the *Steel Seafarer*.

Seafarers M. H. Beasley and Byrd Gold are both headed for Seattle, bound to pick up the *Lynn Victory* for a trip to the Far East. Electrician Beasley of New Orleans has been an SIU man for 22 years. Brother Gold, also an electrician, hails from Tampa, Florida, and is a 13-year SIU member.

### Seattle

Shipping out of Seattle is active for any and all ratings with no letup in sight.

Carl Johnson is shooting for Bosun's spot on the *Wayne Victory*, while George Hayes is aiming for a Calmar ship or one going to Vietnam.

### Wilmington

Shipping has been on the up-and-up in this port with a good outlook for the future. Any AB, FOWT, or electrician can easily ship out without any problem. All ratings in all departments can ship out of here without waiting too long.

After several week's vacation in Europe, Bob Hunt is back in town. Bob is eager to get back on the job as soon as a chief steward's spot hits the board.



Hunt



Johnson

simultaneously. The \$1.3 million Catalina terminal facilitates operations, as does newly-installed equipment at Matson Line's terminal which permits consolidation of containerized shipments.

### San Francisco

Shipping has been quite active and will likely remain so in this area.

Seafarers paid off this past period on the *Ocean Evelyn*, *Seatrail New Jersey*, *Steel Vendor*, *Couer D'Alene Victory*, *Pan Oceanic Faith*, *Rio Grande*, *Our Lady of Peace*, *Steel Traveler*, *Malden Victory*, and the *Los An-*

## Marine Cooks and Stewards Union Election of Officers is Underway

SAN FRANCISCO—Voting has commenced as the SIUNA-affiliated Marine Cooks and Stewards Union—Pacific District began its two-month-long election of officers.

The election is spread out over the 60-day period to assure the possibility for every member, whether active or retired, to cast a ballot.

Voting may be done by several means. In San Francisco, members may vote manually. The mail ballot is legitimate from all other ports. MCS men on vacation elsewhere in the country, as well as retired members anywhere, may apply for a mail ballot without going to a port where the Union maintains an office. All ballots sent by mail must be postmarked not later than midnight, December 30, in order to be valid.

The constitutional positions to be filled by the election's winners are as follows: Secretary-Treasurer, Assistant Secretary-Treasurer, Headquarters Dispatcher, three Headquarters Patrolmen, Los Angeles Port Agent, New York Port Agent, Honolulu Port Agent, Portland Port Agent, Seattle Port Agent, as well as six SIUNA convention delegates.

There are no ballot propositions to be voted on at this election. The result is that this year's ballot is the smallest in size in the Union's history. However, the importance of this election is as great as any held in the past.

**THE INQUIRING SEAFARER**

**QUESTION:** What is your favorite hangout or place of relaxation in a foreign country.

**P. Esteban:** I enjoy going to the Seamen's Club in Yokohama, Japan very much. A fellow can do a lot, have a drink, play billiards, rent a room for the night, get a haircut, or meet old friends. They have excellent food and the prices are very fair. A seaman can always find something to do there.



**Lawrence O'Connell:** Give me Lisbon, either the Pennsylvania Bar or the Esteril Casino. The Pennsylvania has great food and service, it's right in the heart of town and the prices are fair. For \$7.50 you can get a ticket to the Casino, good for two weeks. If you don't gamble, relax and enjoy the floor shows.



**Manuel Landron, Jr.:** I like Yokohama very much. The Scandia Restaurant is a very good place for steak and in addition, they have an excellent menu. You have to walk up a flight of stairs to get there. It's a small place, but the service is great and the prices are reasonable.



**Robert McLaughlin:** I have always enjoyed going to Manila. There are several nice spots, but in particular, a place called Kicapo's. The drinks are good and the service is exceptional. A guy can have a friendly drink, sit back, relax and enjoy looking at ships in the harbor.



**Deiote Retires**



Retired Seafarer Walter Deiote picked up his first regular monthly \$150 pension check recently from SIU rep. Marvin Hauf at the SIU hall in Norfolk. Deiote was employed for many years at Curtis Bay Shipyard in that city.

**Richard De Fazi:** I've always enjoyed the Raffles Club in Singapore. They have excellent food, drinks and service and the prices are reasonable. The place is run by the British Government and seamen are always treated very well there. The club also has a dance floor and a movie theatre.



**Louis Mouton:** Well, Singapore has several places that I always enjoyed visiting. In particular I would recommend the Texas and the Washington Bars. They have fine food, drinks and lots of local atmosphere. There are a number of other places in Singapore in addition to those two, that I have enjoyed visiting.



**Cruise Ship Safety Bill Becomes Law**

**WASHINGTON**—President Johnson has signed a ship safety bill providing safety and financial responsibility standards for passenger vessels operating from United States ports.

Specifically, passenger ships will have to be fireproof if they are to sail from the United States. The law applies directly at American-flag and foreign-flag vessels having accommodations for fifty or more passengers.

In addition, the law requires that prospective passengers be notified of the safety standards on a passenger ship and that this information also be included in the company's advertising. Stiff fines will slap companies for any infraction.

A company must establish financial security, by posting some kind of bond or by having insurance, proving it can cover any judgment against it for death or injuries. The financial commitment is set at \$20,000 for each passenger up to a total of 500; \$15,000 for the next 500; \$10,000 for the next 500; and \$500 above that.

Also, the company must refund the passengers his ticket money if a ship fails to sail on its scheduled voyage date.

Shipping companies have until November, 1968, to meet the new standards. Ships not up to standard by then, and this includes older ones heretofore exempt, will be denied port clearance.

The bill represents a compromise measure created out of a joint committee of the House and Senate that had met to resolve the differences between two separate bills proposed by the two legislative bodies.

Congressional concern for maritime safety, was prompted by the burning and sinking of the cruise ship Yarmouth Castle in November, 1965, with the loss of 50 lives, and the fire at sea aboard the Viking Princess a few months later.

**DISPATCHERS REPORT** Atlantic, Gulf & Inland Waters District

November 4 to November 17, 1966

**DECK DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	3	2	1	25	5
New York	92	35	61	22	37	278	76
Philadelphia	9	4	4	1	4	26	11
Baltimore	20	10	21	19	8	92	25
Norfolk	7	6	3	4	0	22	14
Jacksonville	7	4	7	3	5	11	14
Tampa	7	1	1	0	1	12	4
Mobile	22	5	3	2	1	92	16
New Orleans	47	32	29	22	7	167	77
Houston	40	17	33	11	10	131	104
Wilmington	8	5	7	5	5	210	0
San Francisco	60	24	33	17	42	82	0
Seattle	29	16	23	13	22	43	5
<b>Totals</b>	<b>352</b>	<b>159</b>	<b>228</b>	<b>121</b>	<b>143</b>	<b>1,001</b>	<b>351</b>

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	3	3	1	10	2
New York	73	46	38	39	23	166	146
Philadelphia	7	2	6	5	3	13	5
Baltimore	19	16	13	18	7	79	35
Norfolk	6	3	2	4	1	14	11
Jacksonville	8	6	4	5	4	7	7
Tampa	0	2	1	3	2	4	0
Mobile	16	8	10	7	3	42	52
New Orleans	37	25	26	21	9	86	78
Houston	31	11	23	20	9	131	87
Wilmington	7	2	6	1	13	13	0
San Francisco	27	19	41	20	30	46	0
Seattle	14	7	16	1	30	10	2
<b>Totals</b>	<b>252</b>	<b>151</b>	<b>189</b>	<b>147</b>	<b>135</b>	<b>611</b>	<b>465</b>

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	0	0	0	0	13	2
New York	65	13	40	16	39	61	24
Philadelphia	6	2	5	3	1	18	7
Baltimore	13	13	20	12	6	70	31
Norfolk	6	1	0	1	1	17	20
Jacksonville	3	2	3	5	3	7	4
Tampa	5	0	2	0	2	10	4
Mobile	10	1	7	2	1	13	7
New Orleans	34	24	13	17	5	122	77
Houston	17	6	15	10	6	85	58
Wilmington	7	7	3	6	8	14	0
San Francisco	42	13	21	9	46	60	0
Seattle	12	8	7	6	13	17	1
<b>Totals</b>	<b>224</b>	<b>97</b>	<b>136</b>	<b>87</b>	<b>131</b>	<b>507</b>	<b>235</b>

**Striking Workers Related Filthy Inhuman Conditions**

**Chicago Packers' Strike Spurred Famed American Novel 'The Jungle'**

One of the most influential books of the early Twentieth Century, "The Jungle," was largely the product of a bitter strike in Chicago's stockyards sixty years ago.

Written by Upton Sinclair who covered the strike in 1904 as a young Socialist newspaper writer and "muckraker," the novel grew out of the story of life in the Chicago stockyards as told to Sinclair by workers in meat packing plants.

Basically designed as a novel of protest against the exploitation of workers in the stockyards, its most powerful impact was the discovering by the American public of the way in which its steaks, its sausages and its canned meats were prepared—a story of shocking filth, dirt and unhygienic conditions that literally sickened millions of Americans.

Out of that novel, published in 1906, came an investigation into the nation's stockyards during the Presidency of Theodore Roosevelt and out of that investigation came the Pure Food and Drug Act of 1906.

The role of the stockyard strike of 1904 and the role of union men in giving Upton Sinclair the material with which to write his powerful expose was dramatically retold in a radio interview with Sinclair—now a hearty 88—and Harry W. Flannery, AFL-CIO radio coordinator.

Flannery interviewed Sinclair in Rockville, Md., not too far from the Writer's birth place in Baltimore, Maryland.

Sinclair told him of how he had gone to Chicago, representing a little four-page Socialist newspaper, to cover a strike of stockyard workers who

were being brutally treated by the police. In the course of gathering his story, Sinclair compiled a huge amount of material on how the stockyards and packinghouses of those days operated. Most of the workers were immigrants who could not speak English, but there was a nucleus of American workers who had formed a union and it was from them that Sinclair got most of his information.

"I would sit night after night, after their work, in their homes. Several would have gathered to talk to me and I would ply them with questions. Once they got started, they would talk very freely. I got information, for instance, about the doping of meat and the horrors that were perpetrated. Oddly enough, when the book came out, the things that concerned the public meat supply made the book successful because people who had money enough to buy meat were concerned with the kind of meat they were eating."

Although "The Jungle" eventually was published by Doubleday-Page, Sinclair had great difficulty in persuading publishers that his book was not a libelous concoction. In addition he found his book misrepresented in the newspapers which went out of their way to excuse or deny what he had written.

Sinclair, who recently left his California home to live in the East not far from the nation's capital, lives a life fully as dramatic as the events described in his books. Pulitzer Prize winner in 1942, Sinclair ran for Governor on the Democratic ticket not too many years ago on his "EPIC Program—End Poverty in California."

## Georgia Governors' Standoff To Be Ruled On By Court

Georgia remained without a governor-elect as a three-judge federal court wrestled with the legal problems raised by the failure of either Democrat Lester G. Maddox or Republican Howard H. Callaway to win a majority of the vote.

Maddox received slightly more than 47 percent of the vote in the Nov. 8 election, Callaway slightly under. Former Gov. Ellis G. Arnall received about 6 percent of the vote, write-ins from Georgians who could not stomach either the extreme segregationism of Maddox or the Goldwater Republicanism of Callaway.

In most states, Maddox would have been the winner with a plurality. But Georgia's constitution requires a majority vote to elect a governor and throws the election into the legislature if no candidate has a majority.

The American Civil Liberties Union blocked that procedure with a motion for a court injunction against action by a malapportioned legislature.

The federal court agreed that action by the legislature would be unconstitutional and issued an order barring it. But the order did not specify how the impasse should be solved.

The civil liberties organization has asked the court to permit a wide-open election in which any candidate might run. Callaway's supporters have urged a runoff election limited to the two top candidates, with write-ins barred. A group supporting write-in privileges in any runoff argued that a Negro voter would be deprived of his rights if he were forced to vote for a segregationist candidate. And Maddox has expressed the hope that the choice of governor would be made by the legislature.

Meanwhile Governor Carl E. Sanders said he will stay in office after Jan. 10, the normal inauguration date for a new governor, if the issue has not been settled by then.

Major efforts for state collective bargaining statutes covering union fire fighters are a necessity if they are to win improved pay, hours and working conditions, President William D. Buck of the International Association of Fire Fighters said in a network radio interview.

In addition, Buck reported the union's constitutional prohibition against strikes, in effect since 1918, is scheduled for intensive review. He said the formation of a high-level fact-finding and review commission authorized by the union's recent convention is now under way.

The review group will include "representatives of organizations that should know something about the fire fighting services in their communities" as well as union members, Buck said. His statements came as he was interviewed on Labor News Conference, aired weekly over the Mutual radio network.

"Arbitrary public officials" in some areas "must think we are still back in the volunteer fire fighting days," Buck declared, and in some cases "have dared us to strike, knowing that we would not." Collective bargaining statutes, with built-in arbitration proceedings, have given the fire fighters "some relief," he said.

## LABOR ROUND-UP

The North Carolina AFL-CIO has passed a strongly worded resolution blasting the operators of this year's State Fair for leasing a booth to the Ku Klux Klan for a "propaganda exhibit" that will be guarded night and day by 12 police officers. The convention said it believed in free speech, but added that public interest did not justify a state exhibit by the Klan or the large body of protective police.

A record number of delegates attending the New York State AFL-CIO convention — 1,700 — voted a \$10,000 appropriation to help promote organization of New York farm workers. The resolution, approving the drive, cited "inhuman living conditions" and "exploitation of the migrants by the state's agricultural industry."

For the second time in three years, newspaper unions here have struck the Toledo Blade and the Toledo Times as a result of long stalemates in contract negotiations. After months of futile talks the Typographical Union struck after a negotiating committee report that recounted unsuccessful negotiations that began last May. Shortly after, the Toledo Newspaper Guild also voted to join the strike with the Stereotypers joining the strike as it went into its second week. Both newspapers

shut down when all of the nine newspaper unions employed by them refused to cross picket lines. A joint strike headquarters has been set up and arrangements have been made for picket trailers and use of the portable picket headquarters of the Toledo Area AFL-CIO Council. In all, about 1,000 unionists are involved. Key differences between the unions and the Blade management are concerned with wages, duration of contract, pensions, health and welfare, and working conditions in general.

Corporation profits continued to rise sharply the third quarter of 1966 and records were again smashed. The only major company not joining the profit parade in the third quarter was General Motors. Big gainers were Alcoa, B. R. Mallory, Magnavox, Pennsylvania Railroad and Republic Steel.

Musicians with the famed Philadelphia Orchestra who have been on strike for seven weeks are seeking to settle the dispute by accepting management's salary offer and a three-year contract if it includes a lightened work schedule. Local 77 of the American Federation of Musicians said acceptance of its proposal could bring an immediate halt to the strike.

## "Foul Weather . . . . and Fair"



### "We Want You"!

"We Want You." This was the inscription on World War Two posters asking for enlistees in this country's fight against tyranny.

In World War Two, in the Korean conflict, in Vietnam, Seafarers have never hesitated, either as members of the military, or as members of the merchant fleet, to serve their country during time of conflict.

However, despite the important role that the U.S. merchant fleet plays in hauling cargoes vitally needed by our fighting troops during times of need, it is often treated as a long-forgotten relative after it is no longer needed to haul military cargoes.

In effect, the U.S. merchant marine is regarded by the government as a foul weather necessity and a fair weather expendable.

After the smoke has cleared, Uncle Sam returns to his customary practice of scouting the earth in search of foreign-flag vessels to carry cargoes ordinarily reserved for U.S. flag ships.

In many cases, government agencies have attempted to circumvent U.S. laws designed to protect the U.S. merchant fleet. In particular, government agencies have attempted to circumvent the Caro Preference act, which

reserves 50 percent of Government aid cargoes for American flag ships.

Now, once again, during a time of conflict, the U.S. merchant fleet is regarded by the government as a sorely needed commodity to haul supplies to our troops fighting in Viet Nam.

During peacetime, U.S. maritime labor has acted as a prophet of doom. It has warned the government that the condition of our fleet was dropping below the danger point in meeting our economic and military demands.

The response has in most cases been a totally deaf ear to U.S. maritime, and a come-and-get it attitude toward foreign flag shipping in quest of U.S. cargoes.

In Vietnam, the dye is once again cast. The U.S. merchant marine is being asked to give its all for Uncle Sam. To the best of its ability it is doing so.

But it should be clear to all the government agencies involved with insuring that the U.S. maintains a strong merchant fleet, that pulling dilapidated World War Two ships out of our reserve fleets is no answer in meeting the economic and military shipping needs of this country.

### The 90th Congress -- A Tortoise Or A Hare

The American labor movement spearheaded much of the social and legislative reform for which the 89th Congress won its reputation as one of the "most progressive" in history. The 89th Congress will be remembered for the passage of much long-overdue social legislation.

The 90th Congress, more conservative and less liberal in outlook, is expected to move more slowly and possibly even attempt to back-track in some areas through its control over the allocation of funds.

Although much important work has been begun by the 89th Congress, much still remains to be done. Poverty, urban problems, improved education, better health care, are all areas in which vast improvement are needed. New programs must be begun in these and other areas. Programs already begun must be improved. As it always has in the past, the American labor movement will be on the job as the "peoples lobby", representing the needs and aspirations of all the American people.



These Seafarers are cranking in their lifeboat during training period at Mill Basin. Some 1,600 Seafarers have received a lifeboat ticket from the CG.

# FOR SAFETY AT SEA

**S**HIP safety has always been a matter of concern to the SIU. Through its Ship Safety Program, it has stressed the position that the "only good ship is a safe ship."

In addition, the SIU's Harry Lundeberg School of Seamanship conducts courses in Lifeboat Training which prepares Seafarers for the eventuality that they may someday have to abandon their own ship, or go to the aid of seamen on another stricken vessel.

The Lifeboat Training program also enables Seafarers to obtain their AB's ticket, as a lifeboat endorsement is a necessity in order to achieve this rating.

Many times each year, the training received by Seafarers at the SIU Lifeboat Training School is put to the test during incidents of disaster and real emergency, and has never yet failed to meet any challenge presented by weather, fire at sea, accident, or any combination of these.

The pictures on these pages show an SIU lifeboat



These men are coiling down the boat fall line.

training class being tested by the Coast Guard for their lifeboat knowledge and technique. By passing this Coast Guard examination they received their lifeboat tickets which every AB is required to have.

No one can tell however, when these and other graduates of the SIU Lifeboat Training School will meet the real test of their knowledge and skill. For Seafarers aboard the Steel Navigator the test came just recently, when they were called upon to man the lifeboats and pull right up to the flaming tanker Gulfstag to search for survivors of her crew who might be in the water near the blazing vessel.

The SIU Lifeboat School was created to meet the need for qualified lifeboatmen. Begun in January, 1959, the school has graduated 166 classes amounting to 1,685 men. Ninety-five percent of the graduates passed the Coast Guard test, thereby getting official endorsement as holders of lifeboat-tickets.

The lifeboat school also helps men prepare for their Coast Guard examinations qualifying them as able-bodied seamen. The Coast Guard requires that all candidates for an AB rating must be qualified lifeboatmen.

Open to men sailing in all three shipboard departments, the SIU Lifeboat School is located at Mill Basin in Brooklyn. The course lasts a week and a half. In that time the students are taught basic knots, the basics of fire fighting and prevention, emergency signals and safety procedures. The focus of the course is the lifeboat. The men learn about lifeboat equipment, procedures for launching and recovering, how to row and how to take charge of and direct a lifeboat crew. The school has several lifeboats which are manned by the students. Other teaching aids include reading material, schematics of boats and training films.



While D. Lasso receives instruction for coxswain position, fellow crewmembers are laying on oars.





Seafarer removes a plug in lifeboat.



Seafarers get expert instruction in class from Arni Bjornsson.



J. Aguilar hooks boat fall onto the release hook.



Test conductor R. Harrison at helm.



Seafarers are shown raising lifeboat during drill at Mill Basin.



John Montaperto is graded by the Coast Guard examiner, Richard Harrison.



Equipment demonstration.



Coast Guard Examiner Harrison leaves boat following test at Mill Basin.



Training included classroom work.



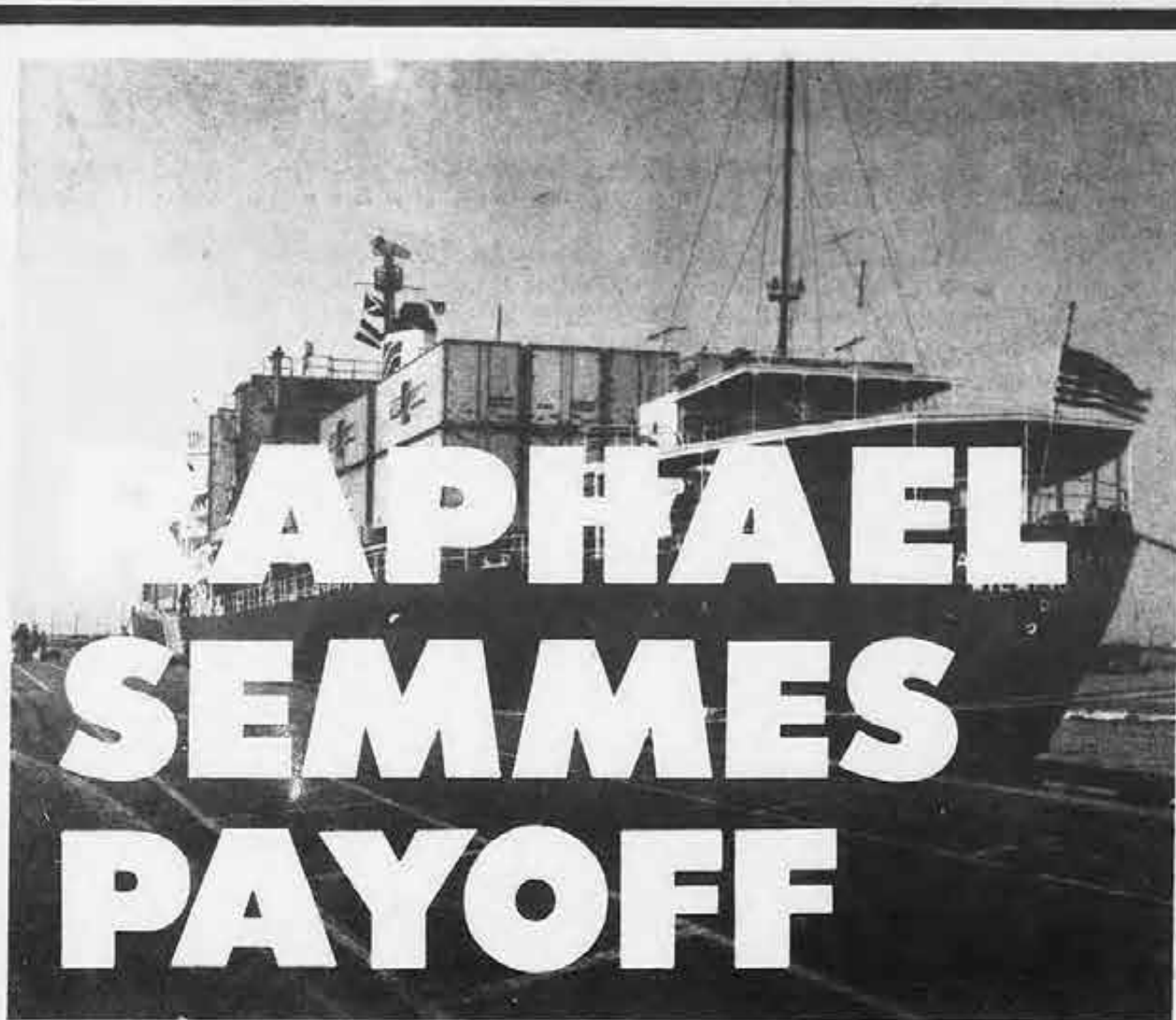
Lifeboat crew in toss oars position.



J. Aguilar gives coxswain commands.



Bow painter fastened to secure boat.



Charles Furedi (left) of deck dept., studies his next move during chess game with fellow deck hand Rufino Garay while they wait for ship to pay off in Port Elizabeth.



Dave LeMarier of Steward dept., enjoys some music on a new transistor radio.



Deck hand James Galloway takes time out for smoke while waiting for payoff.



Roy McCance of engine department gets a haircut before leaving the vessel.



Payoff time has arrived for Seafarers on Raphael Semmes. John Campbell of deck dept., Carlos Gomez of engine dept., and Jim Stickney of engine dept., (l-r) gather in the crew mess room of the Raphael Semmes.



John Funk will take a crane maintenance job on the ship's next sea voyage.



Among the Seafarers was Joe Aragona who shipped as an ordinary seaman.



Felix Irving, who sailed in the engine department, discusses trip with patrolman at payoff, as fellow crewmembers congregate in the background. The Raphael Semmes, owned by the Sea-Land company, completed a trip to Europe. The payoff was held in Port Elizabeth, New Jersey.



SIU Representative Bill Hall goes over details of the voyage with Bob Prideaux of the deck dept. Looking on are, M. L. Carroll, of steward dept., and J. Stickney who ships in engine dept.



Members of the ship's steward department are ready to leave ship after a successful voyage. From left, Carlos Sy, Martin Iturrino, and Carlos Mojica, who kept Seafarers well fed,



## The Great Lakes

by

Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

We are now approaching the end of the 1966 sailing season and some of our ships are already laid up. The E. M. Ford laid-up in Milwaukee and the J. B. Ford in Buffalo. We also have several tentative dates for the Kinsman and Buckeye vessels, where the majority will lay up in lower lake ports. Some of the larger fleets, like Boland, Reiss and Gartland, hope to run their vessels as late as possible before the big freeze. The Ben W. Calvin will be the winter boat this year, operating the coal run between Toledo and Detroit, and we have received many letters from seniority men requesting transfers to that vessel.

The tanker Transbay, an A & G contracted ship, is still in the shipyard at Lorain, Ohio, and there is a chance she might sail before the Seaway closes. According to company spokesmen, they will call a crew sometime around November 29th and sail direct to Montreal. The Seaway is expected to stay open on a day-to-day basis from December 3rd on, depending on weather.

Speaking about the St. Lawrence Seaway, the Canadian shipping industry and the Dominion Marine Association, an organization representing more than twenty companies operating vessels on the Great Lakes, the St. Lawrence and Inland Waterways, submitted a proposal to the Canadian Government urging the elimination of



Cowan

Buccilli

Seaway tolls. The Association says that abolition of the Seaway tolls is essential to the survival of that nation's industry and agriculture due to intensified competition. The brief was filed in protest over the proposed 10 per cent boost in Seaway tolls currently being debated.

The Association went on to say that stepped up drives for export sales by the United States and other economic heavyweights makes it more urgent than ever to return to Canada's historic policy of toll-free waterways. (We would like to know who is carrying all of these exports. Certainly not American-flag ships!)

To this date, the only SIU ship that entered the Seaway this year was the tanker Transbay. She came in empty and will probably leave empty.

Many of our members have been inquiring about the new vacation plan. Negotiations, I'm glad to say, have been going along smoothly and we expect to have all the mechanics worked out next month. I cannot go into detail at this time. However, just as soon as the trustees are named and all necessary documents signed, we will have a full report ready for the membership.

Herb Jacobs, SIU old-timer and steward aboard the SS Lackawanna, stopped in the hall last week to say hello. Herb was off his ship on a leave of absence and is now going back to finish up the season. Other SIU members on

the beach in Detroit are: Harry Buccilli, Joe Arnold, Bill Cowan, Leo Tierney and Bill Doyle, all of whom sail in the steward's department.

Buccilli and Arnold made a tow on the tug Goode. Cowan is off his boat on a medical, Tierney just got back from Vietnam and Doyle is sitting around waiting for the Transbay.

Joe Salisbury hung up his golf clubs for the year and took a job aboard the barge Maida. Joe says he is going to get an early start next spring so he can get into the low 80's.

## Democrats Still Maintain Majority

# Conservative GOP Election Gains Cloud Congress' Legislative Outlook

WASHINGTON—Although the Senate remains solidly Democratic and generally liberal despite Republican gains in the recent election, the balance of power in the 90th Congress will rest in the House of Representatives where conservative Republicans scored substantial gains.

The new Senate will be composed of 64 Democrats and 36 Republicans, giving the Democrats a clear majority. Furthermore, the 18 newly-elected Republicans are considered middle-of-the-roaders, more liberal in outlook than the mainstream of Republican congressmen. The legislative outlook of the Senate therefore is not significantly changed by the election.

In the House however, although the party breakdown seems similar, with the Democrats enjoying a 248 to 187 majority over the Republicans, the legislative outlook is more clouded because the

47 newly-elected Republican representatives are more conservative than the congressmen they replaced. A combination of conservative Democrats and conservative Republicans voting together would outnumber the consistent liberals of both parties who won election.

The key to effective control of the new House seems now to rest on whether winning Republicans who campaigned as middle-of-the-roaders choose to align themselves with the conservative coalition or whether they intend to live up to their vows as moderates—advocating continued legislative prog-

ress, if at a slower pace than during the last two years.

On the state level, Republicans now sit in more Governor's mansions than do Democrats. When the victors in the recent election take office the Republicans will hold at least 25 gubernatorial posts and the Democrats 24. The Governorship of Georgia is still in doubt, because neither the Republican or the Democratic candidate polled a majority of the votes and the issue will probably have to be decided by the courts.

Of 33 Governors' chairs up for grabs, Republican captured 10 previously held by Democrats and hung on to another dozen which they previously held. The Democrats on the other hand were able to unseat only two Republican Governors, and held on to nine other state houses which they previously held.

The legislative breakdown for the next two years therefore stands at:

SENATE: 64 Democrats—36 Republicans.

HOUSE: 248 Democrats—187 Republicans.

GOVERNORSHIPS: 25 Republicans and 24 Democrats, with the state of Georgia still undecided.

## U.S. Cancels Contract With British Yard

WASHINGTON — Because of design changes, the Defense Department has withdrawn an offer to allow British bids on construction of four minesweepers to cost about \$20,000,000. American maritime labor went on record as being strongly against British bids, contending that the ships should rightly be built in American shipyards, by American workers.

The Department of Defense, however, has not changed their policy. A Pentagon spokesman said British shipbuilders instead are being given the chance to compete for construction of \$29,400,000 worth of vessels in the Navy's small ship procurement program.

The original minesweeper project has been changed drastically, and "the Navy wants to more closely watch and supervise the building," the Pentagon said.

"The new design, together with new equipment such as more advanced low magnetic and acoustic minesweeping systems and the need for low noise . . . demand a much closer contact between the technical departments of the United States Navy and the shipbuilder than was envisaged" a Defense Department statement said.

The potential minesweeper contracts were part of a foreign exchange offset agreement accompanying the British purchase of American-made F111A aircraft. The United Kingdom plans to buy 50 of the new planes by 1970 at a cost of nearly \$300,000,000.

## YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By Sidney Margolius

Car repair frauds, and especially "bait" ads for transmission repairs, are on the increase, a survey of current consumer problems by this department finds.

In the survey, made among Better Business Bureaus, Legal Aid Societies and state legal authorities, car buying and repair problems lead the hit parade of consumer complaints. (Among the other leaders are installment-buying problems in general; easy loans promoted by small-loan companies with resultant garnishees and even bankruptcies, and a resurgence of food-freezer plans.)

For example, Franklin Thayer, General Counsel of Denver Legal Aid, reports that auto and equipment sales head consumer problems in that area.

There are, also, continuing reports of excessive charges for transmission repairs and engine overhaul, with low-income and moderate-income families especially hit hard.

"There are lots of troubles with used car 'guarantees' for old models sold 'as is' with assurance that they are fine cars in good running condition," reports Jasper Rowland, President of the Akron Better Business Bureau: "These people then have trouble with bait transmission repairs, alley garages and finance companies."

You can't depend on exceptionally low prices advertised for overhauling an automatic transmission, the New York Better Business Bureau warns. Such offers as \$59 or \$75 are merely bait to get you into the shop. You then find yourself charged for all kinds of extras.

In a case cited by G. K. Grimm, Vice President of Milwaukee Better Business Bureau, who puts auto repairs at the top of his complaint list, one repair firm advertised \$40 for transmission repairs, but a customer wound up paying \$125.

In California, complaints about auto repairs have led to the introduction of a bill in the state legislature to require auto shops to register with the State Bureau of Repair Services, just as TV and radio repair dealers now must do. The bill was drafted with the aid of experienced journeymen mechanics associated with the Machinists' Automotive Legislative Committee.

Shops also would be required to give customers a written estimate of the work to be done, and an itemized invoice for all parts and labor. The bill provides penalties for misleading advertising, charging for labor not performed and unnecessarily replacing good parts.

### Unscrupulous Competition

The bill also would protect scrupulous repairmen from the competition of sharp operators and low-quality work, Helen Nelson, California Consumer Counsel points out.

In addition to guarding against "bait" transmission ads, you need to be careful of any ads quoting bargain flat prices for brake linings and other jobs, the Akron BBB warns. The purported bargain may prove to be more costly than the charges made by responsible service companies.

Sometimes repair jobs performed by high-pressure shops may not be satisfactory even at the final high price. An Akron car owner answered an ad for a transmission exchange at a flat price. The final bill was \$129—more than double the advertised price. But the transmission was worse than ever, and the repair company would not honor its six-month "guarantee."

Another frequent "bargain" offer which often results in excessive charges is bait ads for rebuilt motors. One New York firm was found by the State Attorney General to offer to install rebuilt motors for \$109. But when customers came to pick up their cars they were charged several hundred dollars more for work they had not authorized. In some cases the bills came to more than the value of the cars. But when customers refused to pay, the firms would not release the cars and threatened to sell them at public auction.

There are no bargain car prices if you expect competent work. The only way to keep down the cost is to take the best preventive possible care, and practice careful driving habits. When repairs are required, you also need to know how to select a competent shop.

With proper care, an automatic transmission should last 50,000 to 75,000 miles if you habitually drive in heavy city traffic, and 100,000 or more if most of your driving is done in light traffic.

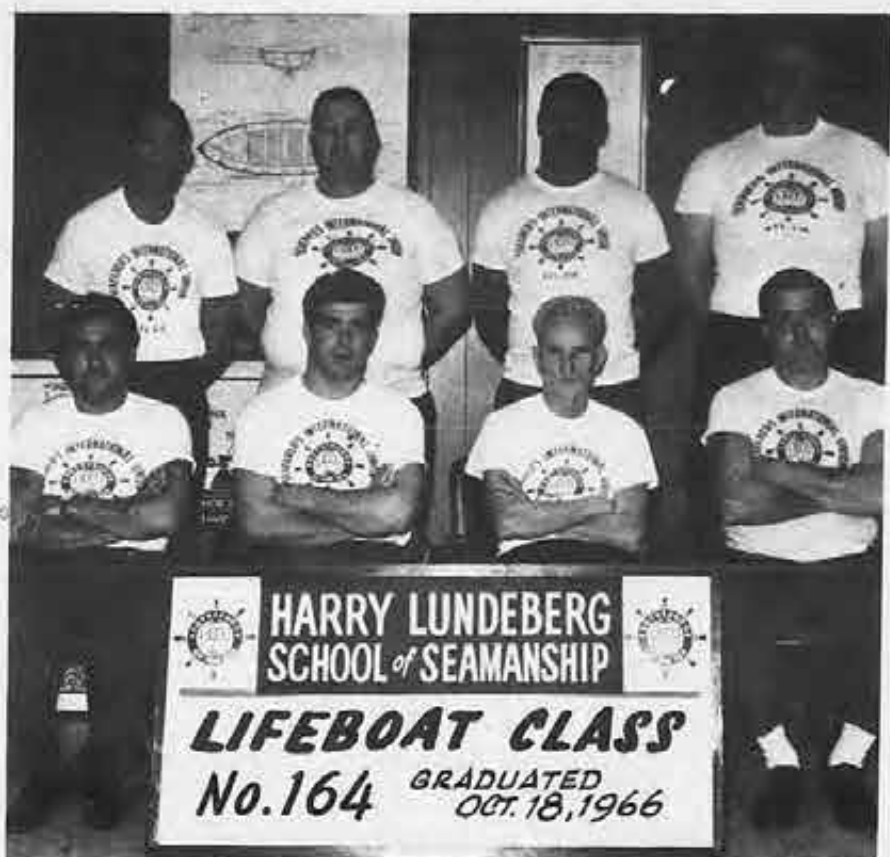
But you can damage a transmission in just a few thousand miles, experts warn, by fast idling, staying in "drive" when you make frequent stops in heavy traffic, and jack-rabbit starts.

Defective or worn-out shock absorbers (after 25,000 miles) also can cause transmission failures, as well as other problems, the Petroleum Division of Greenbelt (Md.) Consumer Services advises. But here, too, you need to beware of advertised cheap prices. High-quality shocks of the preferred multi-value type usually cost \$8.50 to \$12 each, and should be installed in pairs, these experts say.

In choosing a repair shop, look for these clues to competence:

- Does the shop look well organized and clean?
- Does the shop use modern test equipment such as engine operation and vacuum gauges, volt meters, oscilloscope and a dynamometer which simulates road conditions (or at least band instruments)?
- Is the shop experienced in your make, or at least in the type of repair you require?
- Is there any tendency towards high-pressure selling? (A good shop may recommend certain types of preventive maintenance such as lubrication and spark-plug regapping, but won't grasp the chance to sell you something just because you ask whether you need it, such as new spark plugs.)
- Does the service man diagnose carefully before he will say what the trouble is?
- A union shop is a definite added safeguard because the mechanics must go through a formal apprenticeship program plus additional training.
- And finally, what do other car owners think of the shop?

SIU Lifeboat Class No. 164



The latest additions to the ranks of SIU lifeboat ticket holders are shown after they successfully had completed course at Harry Lundeberg School of Seamanship in New York City. In left to right order, front, are: Donaciano Santiago, George McKenna, and William Schneider. Back row: Jose Torres, Winford Powell, Gordon Johnson and the instructor of the class, Arni Bjornsson.

SIU ARRIVALS

Edward Herrera, born October 3, 1966, to the Edward Herreras, Galveston, Texas.

Montie Von Miller, born June 28, 1966, to the John J. Millers, Houston, Texas.

Lora Lee Snyder, born September 20, 1966, to the Edward Lee Snyder, College Park, W. Virginia.

Denward Brown, born February 9, 1966, to the Frederick Browns, Camden, New Jersey.

Kim Nichols, born September 20, 1966, to the Buster Nichols, New Port Richey, Florida.

Denise Moore, born March 25, 1966, to the Eulless E. Moores, Orange, Texas.

Marcella Mosakowski, born October 26, 1966, to the Joseph Mosakowskis, Philadelphia, Pa.

Antonio Palmes III, born August 8, 1966, to the Antonio Palmes, Baltimore, Md.

Ames Seth Romero, born September 6, 1966, to the Elias Romeros, Lake Arthur, La.

Mark Perry, born October 5, 1966, to the Arnold Perrys, New Bedford, Massachusetts.

Dana Johnson, born August 10, 1966, to the Archie Johnsons, Duluth, Minnesota.

Adrienne Spaargaren, born October 3, 1966, to the George F. Spaargarens, Metairie, La.

Laura Lee Latour, born August 25, 1966, to the Charles B. Latours, New Orleans, La.

Scott Walsh, born July 30, 1966, to the James Walshs, Jr., Superior, Wisconsin.

Destiny Denise Owens, born August 5, 1966, to the Charles B. Owens, Texas City, Texas.

Daniel E. McNellage, born September 30, 1966, to the John W. McNellages, Mobile, Ala.

John Trent, Jr., born October 23, 1966, to the John E. Trents, Mobile, Ala.

Lisa Ann Quinn, born October 23, 1966, to the Owen Quinns, Astoria, New York.

Roxanne Annis, born October 30, 1966, to the George E. Annis, Metairie, La.

MONEY DUE

The Seafarers listed below have money due them from the companies shown. Men whose names are listed should get in touch with the SIU at 10225 W. Jefferson Ave., Detroit, Mich., as soon as possible.

Name	Company	Amount
Edward Jensen	Reiss Steamship Co.	\$17.28
Ronald Lawson	Reiss Steamship Co.	\$17.28
Mohamed Musid	Reiss Steamship Co.	\$22.34
D. Pooley	Reiss Steamship Co.	\$11.64
Ronald Smith	Reiss Steamship Co.	\$17.28
Carmen Thompson	Reiss Steamship Co.	\$10.31
William Mazany	Huron Portland Cement Co.	\$40.00
Joseph Sweeney	Huron Portland Cement Co.	\$20.34
Edward Taylor	Huron Portland Cement Co.	\$71.51
H. Dietz	Wyandotte Transportation Co.	\$ 2.34
Ronald Shell	Wyandotte Transportation Co.	\$972.91
Mohamed Abdulla	American Steamship Co.	\$ 9.15
Jack Such	American Steamship Co.	\$11.22
James Lynch	Great Lakes Towing Co.	\$ 1.50
Bruce Harrell	Great Lakes Towing Co.	\$ 5.99

Pachyderms Go 1st Class on Claiborne

Two Containerized Female Elephants Take Trip Across the Gulf of Mexico

NEW ORLEANS—SIU crew members of the Claiborne (Gulf-Puerto Rico Lines) were startled one morning recently by the arrival of two pachyderms. The elephants were perhaps the strangest passengers ever to be carried by the Claiborne, what's more, it probably marked the first time that elephants had been shipped as containerized cargo.

The two elephants, named Ruth and Eva, were being shipped from New Orleans to San Juan, Puerto Rico, where they will be displayed for promotional purposes at a shopping center. Eva is a teen-ager, only 16 years old. She tips the scale at between 4,000 to 5,000 pounds. Ruth is a senior citizen, being 85 years old, and a resident of the U.S. since 1890, when she was brought here for the St. Louis World's Fair. Ruth weighs between 6,000 and 7,000 pounds. (The total weight of the lift was about 36,000 pounds).

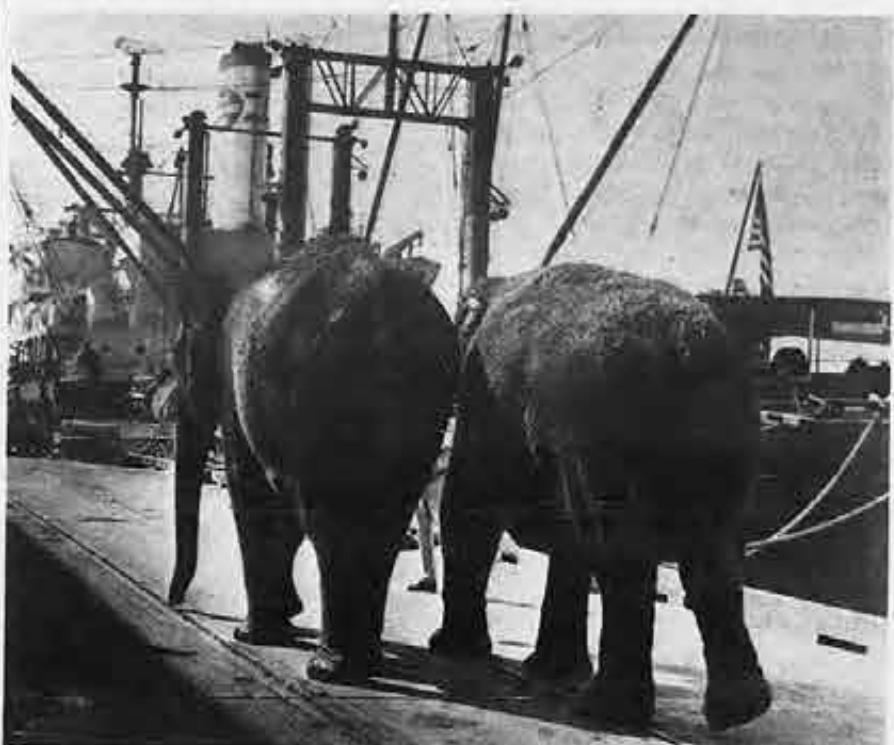
Ruth is a Burma elephant. Burma elephants have only four toes, while Indian elephants have five. These animals came by truck from the Sarasota, Fla., Animal Land, and were accompanied by trainer Frank Dailey.

The trailer containing the elephants was ventilated from the top. When the animals were lifted onto the ship, they were chained to the floor in order to prevent them from slipping from one side to the other.

The beasts were lifted aboard with a derrick operated by members of the SIU-Inland Boatmen's Union employed by the Whitman Towing Co.

Recently a pair of \$17,000 horses were among the cargo carried by the SIU-manned Detroit (Sea-Land) on a trip from Puerto Rico. The horses were en route to New York to perform in the National Horse Show in Madison Square Garden. A total of 24 horses were unloaded at Port Elizabeth. They were cared for by a handler who accompanied them on the voyage.

The animals were show horses who perform a variety of tricks. The two \$17,000 horses are jumpers, including one called Black Mist, a 17-year-old veteran of a number of horse shows. They were kept on the Detroit's deck



Two strangers were seen recently walking along the New Orleans waterfront. They were Ruth and Eva, two elephants on their way to Puerto Rico. The pair were containerized for easy handling.

along with the ship's cargo.

When the ship docked at Port Elizabeth, ropes were fastened to the stalls they were kept in and the horses were carried off the ship and placed on vans parked on the dock.

A wide variety of animal life has been carried in the past by SIU-manned ships. Seafarers who sailed on the Delta Lines ship, Del Monte, a few years ago, have fond memories of "Slipper," the seal. The seal was found in Angola, West Africa, by fishermen and brought back to America on the Del Monte. The seal was turned over to the New Orleans Zoo as a gift from the crew.

The crew of the Robin Locksley had the company of an ostrich a few years ago. The bird departed from the ship in Brooklyn for transportation to a game farm in the Catskill Mountains. Crewmembers aboard the Robin Trent had a zebra aboard back in 1952.

A Penn ship once had a mascot called "Jocko," a small monkey who like to drink from a cup while perched on a Seafarer's shoulder. Another ship had a monkey with a penchant for wearing an SIU T-shirt and cap. Most of the crew thought he looked pretty good. Another vessel recently completed a trip to Puerto Rico with a load of cattle.

**STEEL ARCHITECT** (Isthmian), October 30—Chairman, William MacArthur; Secretary, John A. Maslow. \$104.25 in ship's fund. Captain requests ship's delegate to contact Union about getting an ice cube machine since ice maker cannot produce enough ice for three meals. Motion made that company not draw out in American currency, instead of travelers checks. Crew request ice-cube maker, as old ice machine cannot produce enough ice for three meals. Deck cargo chains are a hazard and unsafe to all men going forward. Vote of thanks to the steward department for the fine meals, and a job well done.

DIGEST of SIU SHIP MEETINGS

**ONE VICTORY** (Atlantic), October 30—Chairman, F. Galvan; Secretary, R. Farabee. No beefs and no disputed OT reported by department delegates. Brother Maxie Katsel was elected to serve as ship's treasurer. Lots of old-timers on board and an unusually good steward department. Everything running smoothly.

**TRANSGLOBE** (Hudson Waterways), November 6—Chairman, E. W. Pierce; Secretary, F. A. Stephen. Everything is running smoothly with no beefs or disputed OT. Motion made that crew go on record protesting the MSTP and Army policy of stationing military personnel on this ship without adequate provisions for their maintenance and quarters, other than ship's hospital. Motion made that the ship's delegate see U.S. Consul about PX cards for entire crew. Discussion concerning the grade of meat being put aboard this vessel.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
Brooklyn, N. Y. 11232

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Coffee Time At New Orleans Hall



"Chewing the fat" at a leisurely coffee break in the cafeteria of SIU's New Orleans hall are (from left to right) J. Galliano, L. Guillot and J. Gauldman. Many SIU halls provide cafeteria facilities.

From the Ships at Sea

Sixteen countries were visited by the crew of the SIU Pacific district contracted President Garfield, recently returned from an around-the-world cruise. The voyage, which ended Nov. 7, lasted almost four months. Seven different countries were visited during one period of two weeks.

According to A.B. Isadore Klinetsky, the ship's delegate, the best ports of call were in the Far East. Brother Klinetsky has practically made an art of foreign shopping, visiting department stores and supermarkets in every city he visits. He is particularly happy about the world-wide boom in supermarkets.



Klinetsky

The very best shopping of the entire voyage, he said, was in the Motomachi shopping center of Tokyo, Hong Kong, where he purchased a new watch. Singapore is also a good shopping port, he said.

In Hong Kong he also purchased plates with family portraits painted on them. One of the plates incorporated a picture of a baby. "Is that your son?" bachelor Klinetsky has been asked many times. "No, that's me," he replies, explaining that the portrait on the plate is of himself as a baby.

He bought liqueurs and perfume in France, and linen table cloths in India.

Asked which was the crew's favorite port, Klinetsky replied Barcelona, Spain. It is a great city, he said, both for good times and shopping. And the prices are good also. Klinetsky said that the Garfield's major cargo was rubber, liquor and military equipment.

J. H. Maxey, meeting chairman on the Hudson (Oriental Exporters) reports the Chief Mate and Chief Engineer are finishing the repairs aboard the ship. Maxey reminded crewmembers to sign for cots and return them at the completion of the voyage. The ship left Calcutta and will be paid off in Portland, Ore., Dec. 20, Maxey writes. A vote of thanks was extended to Maxey for a fine job as ship's delegate. T. K. Lane will be the new ship's delegate. D. E. Edwards, meeting secretary, writes that Seafarers were asked to pitch in a few coins to build up the ship's treasury in case of emergency. A balance of \$1 from the last trip was reported.



Lane

A discussion was held aboard the Transhatteras (Hudson) concerning the possibility of showing movies. J. R. Prestwood, meeting chairman, reports. Seafarers also elected Philip F. Payne as ship's delegate, reports Meeting Secretary P. D. Shel Drake. Logs and mail are arriving regularly and there are no beefs or disputed overtime, Shel Drake informed the LOG. The ship is heading for Bombay.



Shel Drake

Calm seas and a smooth voyage for the Steel Apprentice (Isthmian) as the ship sails for a payoff in New York, Richard Cummings, meeting chairman reports. John Welkeski, meeting secretary, writes that the ship's fund contains \$20. Welkeski said that the crew was warned to be on the alert for pickpockets and con men when ashore.



Cummings

Seafarers on the Steel Voyager had some free time in India, recently while waiting out a monsoon. Meeting Chairman James Lennon reports a good trip with a co-operative bunch of Seafarers. It takes a good crew to make a good ship and Seafarers at the vessel's recent New York payoff agreed there were a fine bunch of men on the last run. The Steel Voyager returned to New York via a coast-wise trip.



Lennon

We had the honor of a visit from U.S. Congressman Raymond Clevenger and Democratic Candidate for U.S. Senate G. Mennen Williams on October 11th. We have Loren Snyder back in this Port after a stay in the Milwaukee Hospital. Frank Lapczynski just returned from St. Mary's Hospital in Duluth after having a bout with an ulcer.



Lapczynski

FINAL DEPARTURES

Antonio Dominquez, 57: Pneumonia claimed the life of Brother Dominquez, Sept. 12, in Jackson Memorial Hospital, Miami, Fla. He was a member of the Steward department and joined the SIU in the port of Tampa where he resided. Seafarer Dominquez was born in Cuba. He is survived by his wife, Eugenia Dominquez, of Tampa. Burial was in Colon Cemetery, Tampa.



Surviving is his mother, Mrs. Grazia DeMarco and a sister, Mrs. Honey Parisi of Lindenhurst, N.Y. Burial was in St. Charles Cemetery, Farmingdale, New York.

Herbert O'Neil, 51: A hemorrhage proved fatal to Brother O'Neil on Oct. 20, in the USPHS Hospital in Baltimore. Born in Lowell, Massachusetts, he joined the SIU in the port of Norfolk. He had made his home in Baltimore. A member of the Steward department, O'Neil sailed as a cook. He was employed by the Gallenthin Barge Lines. Surviving is his wife, Helen, of Baltimore. Burial was in Oak Lawn Cemetery, Baltimore.



Joseph Sweeney, 68: Brother Sweeney died on Sept. 26, after a fall at his home in Wilmington, Delaware. A member of the SIU United Industrial Workers, he joined the union in Philadelphia. Born in Wilmington, he was a lifelong resident of that city. Sweeney was employed as a ship fitter by the Wilson Marine Repair Terminal. He is survived by his wife, Charlotte, of Wilmington. Burial was in the Cathedral Cemetery, Wilmington.



Ernest Bell, 63: A pulmonary ailment claimed the life of Seafarer Bell, Sept. 25, at the USPHS Hospital in Norfolk, Va. A member of the Deck department, he had sailed as a bosun. Bell was born in Georgia and joined the union in Norfolk, where he made his home.



Nicholas DeMarco, 45: Seafarer DeMarco died August 20, in Brooklyn, N. Y. A lifetime resident of Brooklyn, he joined the Union in New York and was a member of the Deck department. Seafarer DeMarco served with the U.S. Navy for 26 months. His last ship was the Duke Victory.



PERSONALS

Margarito Borja  
Your income tax refund check is waiting for you. It is being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

Henry L. Baker  
Please call home at once. Anyone knowing Henry L. Baker's whereabouts, please call Mrs. Mary Baker, collect, at 305-683-4993.

William Cofone  
Please contact your wife, Dorothy Cofone, at 8805 Fifth Ave., Brooklyn, N. Y., as soon as possible.

Charles E. Switzer  
Your income tax refund check is waiting for you. It is being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

Ernest Hurd  
Please contact Mrs. S. Smith, 1222 St. Roch St., New Orleans. Phone: 947-8126. Wayne is there and is going into the service.

Andre W. Deriger  
Your income tax refund check is waiting for you. It is being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

Alli Nasroen  
Your two income tax refund checks are waiting for you. They are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

Eusebio Flores  
Please contact your son, David Flores, 25-11 34th St., Astoria, Long Island, N. Y. 11103, as soon as possible.



# Schedule of Membership Meetings

### SIU-AGLIWD Meetings

New Orleans, Dec. 13—2:30 p.m.  
 Mobile ..... Dec. 14—2:30 p.m.  
 Wilmington, Dec. 19—2 p.m.  
 San Francisco  
 Dec. 21—2 p.m.  
 Seattle ..... Dec. 23—2 p.m.  
 New York .. Dec. 5—2:30 p.m.  
 Philadelphia, Dec. 6—2:30 p.m.  
 Baltimore ... Dec. 7—2:30 p.m.  
 Detroit ..... Dec. 9—2:30 p.m.  
 Houston .... Dec. 12—2:30 p.m.

### Great Lakes SIU Meetings

Detroit ..... Dec. 5—2 p.m.  
 Alpena ..... Dec. 5—7 p.m.  
 Buffalo ..... Dec. 5—7 p.m.  
 Chicago ..... Dec. 5—7 p.m.  
 Cleveland ..... Dec. 5—7 p.m.  
 Duluth ..... Dec. 5—7 p.m.  
 Frankfort ..... Dec. 5—7 p.m.

### Great Lakes Tug and Dredge Region

Chicago .... Dec. 13—7:30 p.m.  
 †Sault Ste. Marie  
 Dec. 15—7:30 p.m.  
 Buffalo .... Dec. 14—7:30 p.m.  
 Duluth .... Dec. 16—7:30 p.m.  
 Cleveland ... Dec. 16—7:30 p.m.  
 Toledo .... Dec. 16—7:30 p.m.  
 Detroit .... Dec. 12—7:30 p.m.  
 Milwaukee ... Dec. 12—7:30 p.m.

### SIU Inland Boatmen's Union

New Orleans .. Dec. 12—5 p.m.  
 Mobile ..... Dec. 14—5 p.m.  
 Philadelphia .. Dec. 6—5 p.m.  
 Baltimore (licensed and unlicensed) .. Dec. 7—5 p.m.  
 Norfolk ..... Dec. 8—5 p.m.  
 Houston ..... Dec. 12—5 p.m.

### Railway Marine Region

Philadelphia  
 Dec. 13—10 a.m. & 8 p.m.  
 Baltimore  
 Dec. 14—10 a.m. & 8 p.m.  
 \*Norfolk  
 Dec. 15—10 a.m. & 8 p.m.  
 Jersey City  
 Dec. 12—10 a.m. & 8 p.m.

### United Industrial Workers

New Orleans ... Dec. 13—7 p.m.  
 Mobile ..... Dec. 14—7 p.m.  
 New York ..... Dec. 5—7 p.m.  
 Philadelphia ... Dec. 6—7 p.m.  
 Baltimore ..... Dec. 7—7 p.m.  
 ‡Houston ..... Dec. 12—7 p.m.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
 \* Meeting held at Labor Temple, Newport News.  
 ‡ Meeting held at Galveston wharves.

## DIRECTORY of UNION HALLS

### SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

PRESIDENT Paul Hall  
 EXECUTIVE VICE PRESIDENT Cal Tanner  
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 CLEVELAND, Ohio .... 1420 W. 25th St. MA 1-5450  
 DETROIT, Mich. .... 10225 W. Jefferson Ave. VI 3-4741  
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 FRANKFORT, Mich. .... P.O. Box 287 415 Main St. EL 7-2441  
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 JACKSONVILLE, Fla. .... 2608 Pearl St. EL 3-0987  
 JERSEY CITY, N.J. .... 99 Montgomery St. HE 3-0104  
 MOBILE, Ala. .... 1 South Lawrence St. HE 2-1754  
 NEW ORLEANS, La. .... 630 Jackson Ave. Tel. 529-7546  
 NORFOLK, Va. .... 115 3rd St. Tel. 622-1892  
 PHILADELPHIA, Pa. .... 2604 S. 4th St. DE 6-3818  
 PORT ARTHUR, Tex. .... 1348 Seventh St.  
 SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401  
 SANTURCE, P.R. .... 1313 Fernandez Juncos Stop 20 Tel. 723-8594  
 SEATTLE, Wash. .... 2505 First Avenue MA 3-4334  
 ST. LOUIS, Mo. .... 805 Del Mar CE-1434  
 TAMPA, Fla. .... 312 Harrison St. Tel. 229-2788  
 WILMINGTON, Calif. .... 505 N. Marine Ave. 834-2528

## AMA Selfishness Is Hazard to U.S.

To The Editor:

I would like to comment on Edward P. Morgan's radio broadcast which dealt with the serious shortage of health manpower. Morgan wrote about the selfish policies of the American Medical Association hierarchy being damaging to the health of the American population. He went on to say that if the AMA were as concerned about hospital wages as doctors' fees, hospitals wouldn't be so short-handed.

I wonder how many LOG readers are aware that the AMA has deliberately created a doctor shortage in this country, to insure fat fees from a desperate public. There are too few medical schools and too few medical students—and that's the way the AMA wants it.

Jerry Klein

## LETTERS To The Editor

### Praises Drive By Farmworkers

To The Editor:

As a native Californian and a workingman, I am grateful that the farm workers finally seem to be successfully unionizing. Believe me, this is long overdue. Cesar Chavez, director of the AFL-CIO United Farm Workers Organizing Committee, is doing a great job. The recent defeat of Pat Brown by Republican Ronald Reagan will, I think, prove to be a great setback for organized labor in California and labor must work hard in the next election to bring more liberals into office.

Jack LaMonica

### Government Should Help Cut Prices

To The Editor:

It is a well-known fact that the poor pay more for food and housing than their more well-off fellow citizens. I have just finished reading an article in my

local newspaper that gives all the fact of this situation. The article points out that the poor pay higher prices for food because few supermarkets are found in poor areas. In 1960, the article said, housing that was dilapidated or lacked plumbing was the lot of 25 per cent of urban families with incomes under \$3,000 a year.

I think that city, state and the federal government should do all they can to set housing standards, and perhaps even taking a step such as controlling prices.

Mike Borsche

### Backs Women's Supermarket Strikes

To The Editor:

I think all workingmen and their families should be aware of the role that their local supermarkets have played in jacking up the price of food.

People are finally getting wise to the fact that trading stamps, lottery games, the fantastic prices of some processed foods, and concealed price increases effected by reductions in contents of packages all take money from their pockets.

I believe that if housewives continue to picket supermarkets, and if workingmen's families keep writing letters to the supermarket chains, we will see a healthy reduction in food prices.

G. Conlin

### Urges Boycott of Anti-Union Products

To The Editor:

My wife and I have started our Christmas shopping, and both of us carry the Log's Don't Buy list with us. We both try to make sure that none of the items we buy are made by a company that denies its employees the right to fair wages and working conditions through unionization. This is my duty as a trade unionist. I hope my fellow Seafarers, and all other trade unionists, boycott product manufactured by anti-union employers.

A. E. Jackson

## UNFAIR TO LABOR

## DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

Sears, Roebuck Company  
 Retail stores & products  
 (Retail Clerks)

Stitzel-Weller Distilleries  
 "Old Fitzgerald," "Old Elk"  
 "Cabin Still," W. L. Weller  
 Bourbon whiskeys  
 (Distillery Workers)

Kingsport Press  
 "World Book," "Childcraft"  
 (Printing Pressmen)  
 (Typographers, Bookbinders)  
 (Machinists, Stereotypers)

Jamestown Sterling Corp.  
 (United Furniture Workers)

White Furniture Co.  
 (United Furniture Workers of America)

Genesco Shoe Mfg. Co.  
 Work Shoes . . .  
 Sentry, Cedar Chest,  
 Statler

Men's Shoes . . .  
 Jarman, Johnson &  
 Murphy, Crestworth,  
 (Boot and Shoe Workers' Union)

Di Giorgio Fruit Corp.  
 S and W Fine Foods  
 Treesweet  
 (National Farm Workers  
 Association)

Baltimore Luggage Co.  
 Lady Baltimore, Amelia Earhart  
 Starlite luggage  
 Starlite luggage  
 (International Leather Goods,  
 Plastics and Novelty Workers  
 Union)

"HIS" brand men's clothes  
 Kavnee Boysewear, Judy Bond  
 blouses, Hanes Knitwear, Randa  
 Ties, Boss Gloves, Richman  
 Brothers and Sewell Suits,  
 Wing Shirts  
 (Amalgamated Clothing Workers  
 of America)

R. J. Reynolds Tobacco Co.  
 Camels, Winston, Tempo,  
 Brandon, Cavalier and Salem  
 cigarettes  
 (Tobacco Workers International  
 Union)

Peavy Paper Mill Products  
 (United Papermakers and  
 Paperworkers Union)

Comet Rice Mills Co. products  
 (International Union of United  
 Brewery, Flour, Cereal, Soft  
 Drinks and Distillery Workers)

Antonio Perelli Minetti & Sons  
 Ambassador, Eleven Cellars  
 Red Rooster, Greystone, Guasti,  
 Calwa, F. I., Tribuno Vermouth,  
 Aristocrat, Victor Hugo, A. R.  
 Morrow Wines and Brandies.  
 (National Farm Workers  
 Association)

## KNOW YOUR RIGHTS

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board  
 17 Battery Place, Suite 1930, New York 4, N. Y.

Full copies of contracts are referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**RETIRED SEAFARERS.** Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

# PORTS of the World

# CHITTAGONG



**C**HITTAGONG, a port that by its name alone evokes an image of a city of beauty. This incredibly beautiful port, on the right bank of East Pakistan's Karnaphuli River, was named by a victorious Buddhist King of Arakan in the 10th Century, A.D. To commemorate the defeat of a Muslim sultan, the Buddhist erected a huge pillar with "Tsit—Tse—Gong" inscribed upon it, standing for the peaceful plea, "war shall not be waged."

And peaceful Chittagong is, despite its growing reputation as East Pakistan's busiest port, handling two million-plus tons of cargo annually, and its growing population of more than 365,000. Lush green meadows and forests abound in a climate ideal for vacation land. The blue waters of the Bay of Bengal, sunshine, forests and lakes and rivers, ancient mosques, all convert this area into a spectacle of tranquility and beauty. The 7th Century Chinese traveller-poet, Hiuan Tsang, called Chittagong "a sleeping beauty emerging from mists and water."

Just 94 miles from Chittagong stretches Cox's Bazar, the longest unbroken beach in the world that is ideal for swimming. The golden-silvery strip spreads for 70 solid miles, unhampered by sharks or jelly fish.

The region of the Chittagong Hill Tracts comprises ten ranges of high hills separated by valleys swathed with thick jungle vegetation and watered by the many rivers which lace the area. Perhaps more than any other area, this, the Chittagong Hill Tracts, offers the most superlative natural vistas of them all.

The independent nation of Pakistan itself was carved in 1947 out of the territories that formed the British Indian Empire. Two nations were born, Pakistan and India. The division took place on the basis of Hindu majority areas and Muslim majority areas.



Throughout Pakistan, traditional costumes show a definite Far Eastern influence in the delicate fabrics and lavish embroidery.



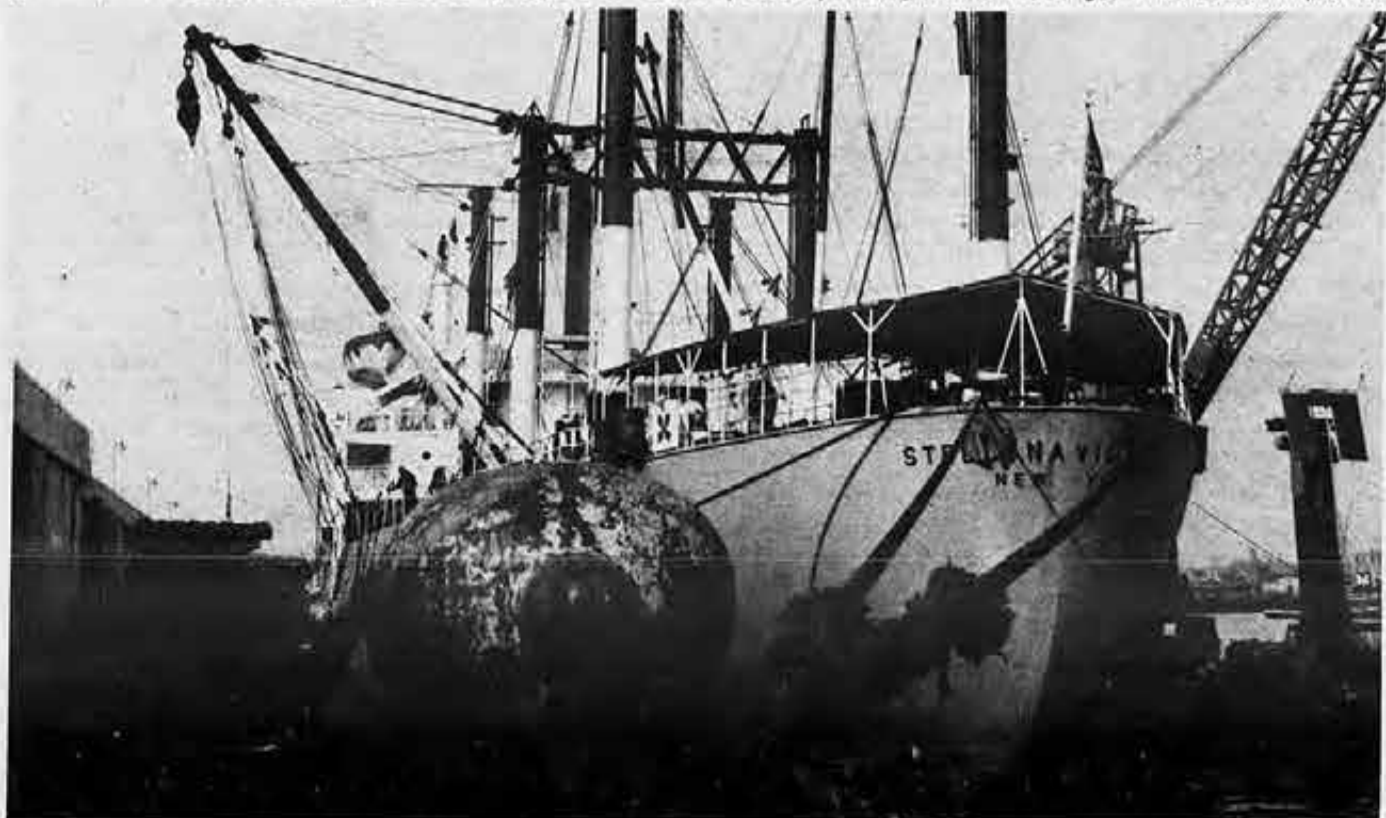
Transportation in East Pakistan is often very basic in nature. Here an ox-cart rumbles through the streets carrying a huge load of jute to be milled into fiber for burlap and rope.



Rice, grown in muddy, half submerged paddies is the principal food crop and makes up the chief staple of the East Pakistan diet. Highly dependent on a proper balance of heavy rainfall and sunshine for proper growth, the area's rice crop has been plagued in recent years by drought and much grain has been imported.



The principal cities of East Pakistan are Chittagong, Dacca, Sylhet and Khulna. Street scene above is typical of the older sections of East Pakistan cities.



SIU-manned Steel Navigator and other Isthmian Line ships are among the SIU-contracted vessels making regular stops at Chittagong, East Pakistan. The main seaport of Pakistan's eastern province, Chittagong handles over two million tons of cargo annually. The city has a population of over three million people.

## Christmas Buying:

### Caution!

**T**HE holiday season is traditionally a time for gathering together with our loved ones to share the fruits of a year's labor. Big family dinners and the exchanging of gifts has long been an integral part of the holiday season in the United States.

For Seafarers and their families, possibly more than for most Americans, the giving of gifts to family and friends is a chief way of showing affection, because time and distance all too often make it impossible for them to be together to share a well-set table and the joyousness of the season.

During the holiday season, more than any other time of year, it becomes obvious that the United States is truly a land of plenty. Shop windows are fairly bursting with goods for sale. Advertising in the newspapers, television and radio reaches its peak in giving advice, enticements and entreaties to buy particular products. Package designers out-do themselves year after year to produce boxes more apt to sell the goods inside. Wherever we go we are pressured to "buy":

There are many well-made, attractive, useful, worthwhile and fairly priced goods on the market. Unfortunately however, there are also many shoddy, useless, high priced products being pushed by American manufacturers who attempt to make up for the poor quality and design, low utility value and high price of these products through the use of high-powered advertising, soft-sell, hard-sell, and other devices. Besides enabling certain manufacturers to sell shoddy merchandise to people who do not really want or need it, these advertising devices serve to boost already inflated prices still higher.

Manufacturers spend billions yearly on advertising and packaging. In the end those billions come out of the consumers' pockets and represent hard-earned money which might be better spent with the exercise of a bit of caution. Be sceptical of advertising claims—they may be true but they may not be. Be suspicious of gaudily packaged products and inspect the contents of such packages carefully. The box that gets thrown away with the Christmas wrappings, may be worth more than the product inside. The difference of course comes out of your pocket.

Before buying a gift, consider whether it is really wanted and will be used and enjoyed by the recipient. Moderately priced gifts that will give great pleasure can also be attractive, and represent money well-spent. Too many expensive

but basically useless gifts are forgotten the next day and never thought of again.

Be wary of offers of loans for Christmas spending. These short-term loans often come at high interest rates which are seldom even mentioned by the lender and almost never clearly explained and outlined so that the actual interest rate can be computed in advance. In the long run, such loans can only reduce your buying power because money paid in interest, which often almost equals the amount of the loan itself, is lost forever. It is much better to give less expensive gifts at Christmastime than to become involved in payments that will drain away income needed for more important uses, such as clothing or education.

Another area in which caution should be observed is in charitable donations. Americans are among the most generous people in the world and traditionally give vast amounts of money to charity to help share their good fortune with others who are less fortunate. There are many excellent, established, well-run charities which carefully and scrupulously account for all donations and see to it that they are used where they are most needed. Unfortunately, the holiday season also brings forth many slick operators seeking a fast buck under the guise of charity. To be sure your donation is not wasted, give only to charities which you are certain are reputable. When in doubt investigate before you part with your cash.

Last but not least, look for the union label on everything you buy this Christmas or at any other time. The union label is your assurance that you are giving a quality product produced by union craftsmen, enjoying decent wages and working conditions. In addition, at Christmastime as at all other times during the year, boycott all goods manufactured or offered by those employers who remain unfair to labor. Each issue of the log carries a complete 'don't buy' list of products produced by employers who have been found to be unfair to their employees in denying them the right of unionization and collective bargaining. In this issue it can be found on page 14. Clip it out for easy reference and refer to it when shopping. You can take action in the marketplace this Christmas that will help make next Christmas a better one for thousands of American workers and their families.

