



Army Move Threatens Union Gains

Repatriated Seamen Get Double Pay When Working Passage

The War Emergency Board this week upheld the S.I.U. in a fight it has been having with the Lykes Brothers Steamship Company over the payment of wages and bonus to repatriated men who were forced to work their homeward passage without compensation.

The W.E.B. agreed with the Union that men being repatriated not only receive wages and bonuses from the original articles, but if forced to work should receive additional wages and bonus for the time worked from the company repatriating them.

The Lykes Brothers Line, which has been stalling on this question since July, are still attempting to dodge the payment, even in the face of the W.E.B. decision.

Mr. Jimison, Lykes' official, first met with Brother Hawk on this question in the last part of July and refused payment on the grounds that the W.E.B. had not made a ruling on his particular case. He admitted that he would be bound by such a ruling if it were made.

This week, however, after being notified by the S.I.U. that the W.E.B. had ruled in the Unions' favor, he continued to stall and used the phony excuse that the W.E.B. ruling did not bind him since he had not asked for the clarification. He said that now he would take the case himself to the Board.

This flaunting of the authority of the W.E.B. and criminal disregard of the rights and welfare of torpedoed victims, is the type of shipowner action designed to break the moral of the merchant seamen.

Another company involved in this beef has paid off. But not Mr. Jimison. He knows the W.E.B. will force him to in the end—but he figures he can sabotage the S.I.U. a little bit in the process.

The correspondence between the S.I.U. and the War Emergency Board follows:

July 31, 1942

Maritime War Emergency Board
Edward Macauley, Chairman
Department of Commerce Bldg.
Washington, D. C.

Gentlemen:

Members of our Union, survivors of the (SS.....) were recently repatriated from Murmansk to the United States. Four men were forced to work their passage home without being compensated, on the (SS.....), belonging to

(Continued on Page 4)

Philly Has Recreation Plans For All Seamen

(The following news release, sent to the "Seafarers' Log" by the Philadelphia branch of the USO, indicates a gradual public acceptance of the seamen, not only as equals, but as the civilian heroes which they are.)

Recreation and entertainment for merchant seamen is being brought to the attention of the public as never before. One seaman, in his own words, got "mad as hell" and wrote a stinging letter of criticism to the U.S.O., which was published in the July 20th issue of Life. He had been refused admission to the U.S.O. in New Orleans.

National U.S.O. headquarters, immediately, upon hearing of this, issued a ruling that bona fide "merchant seamen" are now to be admitted to all U.S.O. benefits. Philadelphia, however, has taken the most forward step.

Walter H. Scott has been appointed in that city as Director of Merchant Seamen's Services by the Recreation Committee of the Defense Council. His headquarters for the present are at the Hospitality Center of the Defense Council, at 18 South 15th Street. He has in a short time contacted all organizations in Philadelphia cooperating

(Continued on Page 3)

By MATTHEW DUSHANE

Seamen are today confronted with a problem which deals with their very existence. They stand to lose all gains won through the National Labor Relations Act and through years of militant struggle against the shipowners. These things are on the verge of being destroyed by the Brass Hats in Washington.

The Seafarers International Union has agreements with the Eastern Steamship Company and with the P & O Steamship company. The ships of these companies have been operating out of the Gulf carrying soldiers for the Army. The ships were taken over by the War Shipping Administration on bare boat charter as per President Roosevelt's executive order by power invested in him by Congress.

Red Cross Promises Full Service For Merchant Seamen

WASHINGTON, D. C.—The American Red Cross stands ready to assist the men of the with the same services customarily United States Merchant Marine given to the armed forces, Chairman Norman H. Davis announced.

They will be eligible for Red Cross communication and information, reporting, and referral services during periods when they are under contract for a specified cruise or trip. In extending these services to the Merchant Marine, the Red Cross is augmenting its program for survivors of torpedoed ships.

Since the outbreak of war, Red Cross workers both in continental American ports and in insular possessions have given food, clothing and emergency care to more than 2,500 survivors of torpedoed ships.

Red Cross chapters in most American ports have received special instructions on extending this care to victims of enemy submarine action. In the future, Red Cross services to the Merchant Marine will extend beyond the immediate care of the survivors and will include the usual services to the men and their families.

If further assistance is needed, the cases will be referred to an appropriate civilian agency, but the Red Cross will continue to give aid until that agency has assumed responsibility.

In a dispute that arose on one of these ships the chief steward was given an order by an Army Lieutenant. The Chief Steward informed the said Army officer that in an agreement entered into between the SIU and the WSA the crews are to take orders from the Master of the vessel only.

This said Lieutenant informed the Chief Steward that he was fired. Upon entering port the company representative informed the Chief Steward that the Army had ordered him fired.

The union took the position that the Union had not entered into any agreement with the Army, as per our contracts, and the case was submitted to the Department of Labor for final settlement. The Department of Labor upheld the Union and the Chief Steward was reinstated to his former position. Then a Col. in the Army notified a representative of the SIU that the Army never loses a case.

Shortly after this incident, three ships that were under bare boat charter to the WSA were subchartered to the U. S. Army Transport Service by the WSA. The officials of the Army Service immediately fired the Chief Steward and several other crew members from the three ships. The Army also informed the remaining members of the crews that they had no more union representation on the ships and that there would be no more overtime paid and the quarters would be changed. Also that the crew would

(Continued on Page 4)

Labor Peace Is Again Sought By A.F.L. And C.I.O.

For the third time since the split in the labor movement, which occurred in 1935, representatives of the AFL and CIO will get together in an effort to bring peace and organizational unity to organized workers.

Although the first two conferences, which took place in 1937 and 1939, ended in failure, there are indications that the present conference stands a better chance of success.

Prior to the convening of the conferences, AFL President Green issued a statement of policy which will guide the Federation delegates in their discussion with the CIO. The text of Green's statement follows:

(Continued on Page 4)

Chinese Seamen Finally Allowed Shore Leaves

Chinese merchant seamen, who for years have been virtually prisoners aboard British ships, have finally won the right to shore leave in New York harbor.

Even though the British shipowners have been forced to treat their Chinese employees as free men, they still bind them in a maze of red tape which greatly restricts their movements. The Chinese are permitted shore leave, but the United States Maritime Commission has instructed Chinese consular officials that the seamen must keep close contact with their ship and return immediately at the pleasure of the Skipper.

Furthermore, the Chinese will henceforth be liable to arrest and deportation if they overstay their leaves.

The Chinese have won pay increases from the shipowners, though their rate is still far below that paid American union seamen. As a matter of fact, the entire British-American shipowner strategy in refusing the Chinese shore leave in New York, was aimed at keeping them away from Union men who might aid them in their fight for decent wages and conditions.

"EDUCATED TORPEDO" SINKS SHIP

One of the larger SIU passenger ships was sent plunging to the bottom of the Gulf of Mexico last week with the loss of 25 lives. The ship was bound for New Orleans with 270 passengers, many of whom were torpedoed brothers being repatriated back to the States.

Surviving crew members revealed that the ship was running through the Gulf at 16 knots about 4:30 in the afternoon when a look-out spotted

an object in the water several hundred yards to starboard. The object was running parallel to the course of the ship and many brothers on deck thought it was a porpoise or some other large fish.

Suddenly, however, the object turned at right angles and headed straight for the ship. It struck aft of the engine room with a terrific explosion, killing ten union brothers and fifteen passengers outright.

The ship began to sink rapidly and the crew and passengers abandoned ship in six lifeboats and sixteen rafts. The calmness and efficiency of the crew was credited by the passengers with saving many lives that might otherwise have been lost during the confusion of the sinking.

The survivors were rescued by a Gulf patrol boat soon after the sinking and were landed in New Orleans.

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Consumers' Union Blasts Phoney Wage Freezing Arguments

Bread and Butter, a weekly news-letter published by Consumers Union, today debunks the campaign for freezing the wages of American workers.

Here's why wage-freezing is a phony solution, according to *Bread and Butter*.

¶ Even if the country's wage structure were solidified, national income would necessarily continue to increase because we are committed to spending billions of dollars for the war effort.

"Unless rigid limitations are placed on higher incomes and corporate profits, it follows that wages must actually be increased if distribution of the new money is not to become dangerously topheavy," *Bread and Butter* says.

¶ Most important of all is that 75 per cent of the expected \$11,000,000,000 increase in the national income this year is going to income groups earning \$5000 a year or more, representing only 6 per cent of the Nation's income-earners. Put another way, \$7,000,000,000—or 64 per cent—of the

jump in national income is going to the income groups earning \$10,000 a year or more, *Bread and Butter* added:

"The fact is that the increased national income is enriching the 75 per cent of the families and individuals earning less than \$2500 a year—least of all."

¶ While workers aren't getting "a very great share" of the growing national income, 25 large corporations increased executive salaries anywhere from \$20,000 to \$100,000 a year.

"More than this, many corporations are giving disguised executive increases in the form of funds to underwrite executive retirements at \$50,000 or so a year," the letter said.

Editor's Mail Bag

Editor, *Seafarers Log*
 Dear Sir and Brother:

Did you ever hear of a pie-card turning poet? Well, after you read the bit of verse I wrote, you still won't have heard of a pie-card turning poet. However, here's the epic:

Here comes a merchant ship 'round the world bound,
 In the worst of storms she'll never turn around.

She battles the waves, green and high,
 And sends her wireless through the sky

To warn other ships both far and near
 Of storms ahead. Watch out. Keep clear.

We sit on the poop deck, our thoughts run high
 As her mighty masts are outlined in the sky.

And we know that the seamen, like his dungerees of blue,
 Thinks first of his brothers who are loyal and true.

— H. J. COLLINS

August 1, 1942

Editor, *Seafarers' Log*
 Dear Sir and Brother:

I am writing to let you know how many members of the S.U.P. and S.I.U. that are out here.

Since I have been here I have noticed that you, or someone else responsible, have been sending copies of the *Log* to brothers that have been away for sometime.

Also there are none of us here that have received one copy.

Could you send me 16 copies for us that are here. Also a few extra to put in the club, and to pass around. You see the Pile-it is all over the place. Also we barely get enough *West Coast Sailors* for the S.U.P. men that are here; much less us in the S.I.U.

You can imagine how we feel. We don't know what is going on. Also we are out of things, we feel that you guys have forgotten us.

Sincerely yours,

Arthur L. Gresham, No. 5978

Fort Stanton,
 New Mexico

PERSONALS

CARROLL LAWTON BARDEN

Get in touch with your Local Draft Board, No. 2, 414 American Building, Savannah. Give them your address and the information on sailing.

ANDREW ACKERMAN

See H. J. Collins in the headquarters office concerning your compensation for lost gear.

THE LINE IS BUSY



Telephone workers on the picket line in Cleveland, where 1,500 operators joined 2,100 maintenance and repair men in a strike to bring wages into line with the War Production Board formula. Strike was called by the Ohio Federation of Telephone Workers after a skeleton crew was provided for war industry calls.

New Orleans Resolution

TO WHOM IT MAY CONCERN:

WE ARE NOT SABOTAGING THE NATIONAL WAR EFFORT. WE ARE FIGHTING FOR DEMOCRACY AT HOME, THE SAME AS WHEN WE SAIL THE SHIPS WHICH CARRIES THE SUPPLIES OF OUR NATION TO OUR ALLIES AND OUR ARMED FORCES TO ALL PARTS OF THE WORLD.

WHEN THE WAR STARTED WE ASSURED THE GOVERNMENT IN WASHINGTON THAT WE WOULD NOT DO ANYTHING TO SLOW THE WAR EFFORT.

IN RETURN THE GOVERNMENT PROMISED THEY IN TURN WOULD FREEZE OUR UNION WAGES AND CONDITIONS FOR THE DURATION OF THE WAR.

DID WE LIVE UP TO OUR PROMISE? EMPHATICALLY YES! THE MEN HAVE MANNED THE SHIPS AND SAILED THEM AT ALL TIMES.

OVER FIVE HUNDRED MEMBERS OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, HAVE GIVEN UP THEIR LIVES UPHOLDING THIS PROMISE MADE TO OUR GOVERNMENT BY SAILING UNARMED, UNESCORTED AND WITH VERY LITTLE PROTECTION, SHIPS TO ANY AND ALL PORTS.

HAS THE GOVERNMENT LIVED UP TO THEIR PROMISE? NO, ABSOLUTELY NO. INSTEAD OF DOING WHAT THEY PROMISED, THEY TURNED SHIPS OVER TO THE ARMY WHO ARE OPERATING THEM WITH NON-UNION CIVILIAN CREWS, AT LOWER WAGES, NO OVERTIME, ABSOLUTELY NO CONDITIONS WITH A PROMISE OF TIME BACK FOR OVERTIME WORKED.

THE MEMBERS OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, WITH VERY FEW EXCEPTIONS, REFUSE TO ACCEPT THIS REVERSAL OF CONDITIONS AND QUIT THE SHIPS RATHER THEN TAKE WHAT THE ARMY WANTS TO GIVE THEM.

KEEPING SHIPS SAILING IS OUR BUSINESS.
 KEEPING UNION CONDITIONS IS OUR BUSINESS.
 KEEPING SHIPS SAILING UNDER UNION CONDITIONS IS STRICTLY OUR ONE AND ONLY BUSINESS.
 IF WE GO OUT OF BUSINESS NOW, AFTER THE WAR WHO WILL HAVE ANY BUSINESS?

Signed

A. W. Armstrong, No. 136
 Thomas R. Alfonso, No. 137
 Martin H. Kouns, No. 51
 Irby L. Guess, No. 891
 Theodore Aldrige, No. 2459
 C. J. Stephens, No. 76
 John R. Robert, No. 82
 Fred Cline, No. 6880
 I. Dukeshire, No. 7311
 G. Allen, No. 114
 A. Witulski, No. 6
 E. C. Sanford, No. 7342

Walter S. Felicien, No. 22701
 Cleophas Douglas, No. 4902
 Felix Valoles, No. 58
 Thomas A. Pradot, No. 97
 Thomas J. Ciminski, No. 265
 Ralph E. Holcomb, No. 145
 Wm. Milazzo, No. 6401
 John M. Rushing
 Wm. Milazzo, P. 6401
 T. Johansen, No. 26
 John E. Kennedy, No. 88

Transfer Of Lake Vessels To Coast In Winter Urged

Indications that the War Shipping Administration may bolster the ocean shipping situation next winter and spring by transferring a good part of the 3,000,000 gross tons of ships currently in use on the Great Lakes to ocean routes are contained in recent ship conversions, W. H. Rutland, a specialist on inland waterways, port works and floating equipment, asserted recently.

Stating that several heavy vessels have established "the military value of the Lakes-to-the-Gulf-Waterway" by use of the route, Mr. Rutland declared that "the latch key has been found which will enable unlocking the door hitherto closed to a reservoir of ships previously operating exclusively on the waters of the Great Lakes."

Prior to January 1940, he explained, approximately one-third of the merchant marine of the United States was in operation on the lakes, in a position to contribute nothing to the nation's defense efforts during one-third of the year. Navigation on the lakes, under normal weather conditions is suspended from December 15 until the middle of April because of ice conditions in the waters.

"As a consequence, some three hundred ships of approximately 5,000,000 tons of cargo capacity remained in idleness for about four months of each and every year. However, as a result of dire necessity, and the imperative need for partially replacing more than 400 ships sunk by enemy submarines off the Atlantic, Gulf and Caribbean seacoasts," it is indicated this waste will not continue, Rutland asserted.

WHAT'S DOING

Around the Ports

NEW ORLEANS

Things for the book: Who would have thought the pride of New York would have honored us on his vacation? Welcome, Louis.

Who would have thought Brother Guess, after coming in from his second encounter with the tin fish, would go to bed at seven P.M. for a fourteen hour stretch? That the lovely old lady who stopped Bro. Cissina (who was in a cast) instead of asking questions about the sinking, was worried about Long John being in the sun. That the Alcoa Steamship Company would have tried to collect the night's lodgings from the survivors who were brought ashore and placed in the Jung Hotel by the company. That one of the boys (name if requested: accompany a bottle of 1824 claret) who made the grade first class during the time of the sinking, should get himself torpedoed in the bathtub and cut hell out of his face. That the colored Stewardess would refuse to leave the ship. That the local relief societies would allow the survivors to run all over Canal Street, shoeless and shirtless. Would allow the men to wander around the hotel bumming smokes from those that had them. That, in fact, they, the organization which yearly ask and get aid from the seamen, completely ignored the men when they were in a spot and needed a little help themselves. We don't mind because we can take care of our own, but when these outfits come asking us to donate, then, Brother, as we farmers say, it's going to be too wet to plow.

To the Old Gent who, when asked for a smoke, said: "What, you boys have nothing to smoke?" walked over to the cigarette counter, three down a \$20.00 bill and told the girl to give the men smokes and that if that was not enough give them what they wanted and charge it to him. I say thanks, Capt.

A few of the boys stayed aboard the ships which the Army have taken over. They, with the NMU's able assistance, are endeavoring to

break down all that has been fought for and gained in the last eight years. The Army is being used, whether knowingly or not to tear down what we had gained through every weapon at our command. I wonder how many Majors and Colonels have taken a pay cut because of the fact that the country is at war? None, I'll bet, but still they expect us to take one. Also they expect us to sail the ships without the conditions for which we have fought. They say that we should be willing to put up with a few hardships, the same as the boys in uniform. That part is O.K., except that these ships are our homes for months at a time, not for a short passage, then off. We will take the changes they propose, if they will prove that they themselves are living under the same conditions. I would really like to spike once and for all the chatter about the seamen getting the gravy. These Army officers, who right now, are trying to take from us all we have, are the same ones who, if asked to undergo some of the hardships which the seamen have to, under the peace-time set-up, let alone the war-time, would be selling shoes at Slip switch Corners.

Just in case any of the readers of this bla say, well, that donkey can afford to talk, he's sitting in a nice quiet office, the biggest danger he faces is the traffic (and Brother, in New Orleans that plenty)—for your information, I've listened to so much from these above mentioned birds that I'm afraid that I'm missing something so I'm going to make a trip. About one more of these weekly scores and we will give this old typewriter a change.

So 'till next week rolls around, I think we should go on record in the books for all hands to know. It took eight long hard years for the seamen to get what they are fighting right now to maintain. We should not stop fighting now because of the fact that a few anti-labor factions in the country can get the Army to do what they could not.

Steady as she goes,

—"ARMY"

TAMPA

This week has been one of many headaches and flat feet. I had a West Coast ship in here to pay off. She was torpedoed in the Gulf some place, but fortunately there was no loss of life aboard her although the boys said that she shipped water in all the life boats and washed some of them out of their bunks. Must have been a big torpedo that got them.

Well, upon arrival the old man gave them a small draw and promised next day to give them a big one, but did not do so. I contacted the ship's delegate (Barney Welch) and we got things straightened out in regards to that and also security time that was made in the islands, and numerous other things. Every thing was squared away to the satisfaction of all concerned. They pay off today and are homeward bound to the West Coast. No doubt they will be ready to ship out again after a short stay in their respective ports. I want to say that on the day of payoff every one was sober. That means a great deal to the Union as a whole and also to the agents or Patrolman that are involved.

Oh, by the way, I shipped a full crew for the SS (.....) and believe me Tampa is very much in the limelight as she can well be called a Tampa Ship for Tampa boys. I believe, with the exception of one or two, all their addresses are Tampa. I am sure that she will be kept on the straight and narrow as there are two Pie Cards on her, namely Steely White and old Goat Head Simmons who was Patrolman here. Well, I must say that he was one of the best Patrolman that an agent ever had. He was always on the job and any beef he settled was to the satisfaction of the crew and I have never had any complaint about him while he was here with me. So I wish him and all the rest of the crew the best of luck.

D: L. PARKER, Agent

PROVIDENCE

Things are quiet here in this Port. The U.S. Maritime Commission took another ship out of New Bedford this week. Have plenty of men to find jobs for now though some of them will leave here.

The A. F. of L. won a big election here in the Rheem Shipyard. Workers voted AFL almost 2 to 1 over the CIO. The vote was 789 to 447 in favor of the AFL and 116 wanting no Union. They start giving the shipyard an agreement next week. It is one of the largest shipyards in the East and the pay is almost tops.

Contacted the U.S.O. here and they have been giving the Merchant Seamen the use of reading rooms and the chance to go to any dances they give. Also the City of Providence Mayor's Committee is doing the same thing here. They also have about 30 or 40 hometown newspapers for the boys to read.

— J. E. LAPHAN, Agent

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

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	Agent	BOWling Green 9-3437
BOSTON	360 Atlantic Ave.	Liberty 4057
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BALTIMORE	14 North Gay St.	Calvert 4539
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NEW ORLEANS	309 Chartres St.	Canal 3336
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TAMPA	208 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1449
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	2014 Market Street	Galveston 2-8043

Out of the Focs'l

by

J. L.

We ought to have a special ceremony for the brothers whom we first list as lost, and later find very much alive. We think that they should be baptized all over again, so they may continue their good fortune. Fred Sweder bought a bottle and we all celebrated the christening. William McConney came in to tell us he was very much alive and was going to ship out soon. We find that three other brothers, Robert Bennett, Erwin Bradley and David A. Horton are alive and shipping out of other ports.

△ △ △

The Ensign who was in charge of the gun crew of the ship that Fred Sweder and Robert Card were survivors of, came in with pictures that were taken from the Corvette which came to their rescue. He had some excellent shots of the gang in the lifboats and we had almost talked him into leaving the pictures so we could give them to the Brothers but his wife intervened: If Sweder or Card contact Headquarters, we may be able to help them in obtaining the pictures.

△ △ △

We regret to report the loss of another Stewardess, Winifred Gray. Charles Noble, Cook, on a sunken vessel was on the boat deck when the ship was first hit. He decided to go back aft for something that he had forgotten, and was lost. Goldie was in a tantrum when he heard he had lost another cook. Cooks are scarce as hen's teeth, as far as Goldie is concerned. Louis Goffin made a trip to New Orleans for his vacation. Arthur Thompson and Don Ronan who completed a safe voyage as shipmates, are going to ship-out again the early part of next week. Our hat is off to the crew of a Waterman tub that survived a perilous voyage. With a gun crew and survivors of other vessels, it had a total of 75 men aboard. In spite of a terrific bombardment, the crew and officers came through without a scratch. J. E. Peterson says he didn't sleep more than 2 hours in any one day of the entire voyage. We're glad he's back.

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DON'T FORGET TO VOTE FOR THE NEW STRIKE ASSESSMENT, AND IN THE MEANTIME, BUY WAR BONDS AND STAMPS.

Philly Has Recreation Plans For All Seamen

(Continued from Page 1)

with the U.S.O. He found that many seamen are already getting in on the activities and events scheduled. The difficulty of identification of legitimate seamen has been overcome by giving a pass (special button) to men showing a recent discharge paper. Men showing this button will be admitted to any U.S.O. organization cooperating with the same. There are about 10 lively places in Philadelphia offering daily a great variety of interesting social and recreation events to service men and seamen.

It is possible that Philadelphia may get behind the seamen to the extent of providing the merchant

seamen with their own club quarters. Director Scott and several prominent citizens are working on this possibility and hope to have the stamp of approval and the promise of adequate financial support. In the mean while, seamen landing on the beach in Philadelphia are urged to take advantage of the existing organizations where a discharge paper will give them an identification button and admit them the same as a service man in uniform.

This is not only a good chance for seamen to enjoy some good recreation, but a splendid opportunity to increase the prestige they enjoy with the American public.

CORPORATION RACKET REVEALED TO MILITARY AFFAIRS COMMITTEE

WASHINGTON, D. C.—A new kind of "racketeering," that is adding millions to Uncle Sam's war bill, was revealed to Congress.

William S. Symington, president of the Emerson Electrical Manufacturing Company of St. Louis, told the House Military Affairs Committee about it.

"It's a new racket," Symington declared. "Not a labor racket, but a corporation racket."

"To get tool designers, you have to work through these corporations, who have corralled all the skilled labor in certain fields, such as engineers and tool designers."

"We had 20 tool designers when we started war production and could use 1,000, but could get only 400."

"We pay these men \$1.75 an hour, but found it impossible to hire tool designers even at those wages. We had to go to the corporations and pay them \$3 an hour, \$4.50 for overtime and \$6 for double time. The corporations give the men about \$2 an hour and pocket the difference."

Symington came to Washington to refute charges against his company by Congressman Andrew J. May (Dem., Ky.), chairman of the Military Affairs Committee, and his disclosure of racketeering corporations was developed during his testimony before the committee.

Labor Peace Sought Army Move Threatens Union Gains

(Continued from Page 1)

"I regard Mr. Murray's letter of Aug. 1 as official acceptance by the CIO of the American Federation of Labor's proposal that conferences be resumed to seek a basis for establishing peace and unity in the labor movement.

"The standing peace committee of the American Federation of Labor is ready to meet with the committee appointed by Mr. Murray. Steps will be taken at once to arrange a time and place of meeting convenient to both sides.

"The members of the American Federation of Labor Committee are Vice Presidents Harry C. Bates, Daniel J. Tobin and William L. Hutcheson.

"Re-establishment of organic unity in the ranks of organized labor is the greatest single contribution the American Federation of Labor and the CIO can make at this time to the success of the war effort. It will eliminate division, discord and jurisdictional strife. It will expedite war production. It will permit labor to speak with a single and more effective voice, both in protecting the social and industrial interests of workers today and when world peace is finally negotiated.

"These conclusions are based upon my understanding that organic unity means the merging of the two organizations into one, the setting up of one national labor movement clothed with authority to speak for the organized workers of the nation.

"It is idle to speculate that conferences seeking organic unity may interfere with the joint efforts of the American Federation of Labor and the CIO to arrive at joint policies since the beginning of the

war, through the Combined Labor War Board which meets with President Roosevelt. The two matters are entirely distinct and apart. If success is achieved in establishing organic unity, obviously the affiliated unions of the American Federation of Labor and the CIO can cooperate more closely than ever before. And even if the conferences should fail, surely organized labor will not let its own differences interfere with united action to speed America's victory in the war.

"The problem of achieving unity has been gravely complicated by the passage of the years and the organization of dual unions operating in the same fields. Many difficult jurisdictional questions will have to be solved before an overall peace can be reached. I appeal to the American people to exercise patience and give the conferees every opportunity to explore the problems carefully and thoroughly because over-emphasis on haste may jeopardize the chances of eventual success.

"I am confident that actuated by the desire for peace which prevails throughout the ranks of labor, the conferees will be able to reach a settlement fair to all concerned.

"The American Federation of Labor never sought the division in the ranks of labor which now exists and has done its utmost to reunite the labor movement ever since the split occurred. The long history of previous negotiations is well known to the public, as is the constant and unswerving willingness of the American Federation of Labor to seek to reach an accord at any and all times."

WILLIAM GREEN

(Continued from Page 1)

have to line up for their food with pannikan the same as the soldiers, and that we had no agreements as far as the Army was concerned.

This order is in direct violation of the agreement that the seamen's unions had signed with the WSA when the unions signed the agreement not to strike any ships for the duration of the war, and the WSA in turn signed an agreement that our contracts would be respected and enforced for the duration of the war.

Brother Hawk, Biggs and myself have been working on this case and have submitted a report to our International President, Harry Lundeborg and he has instructed us to take this case to the Executive Board of the American Federation of Labor who are at present meeting in Chicago.

In our discussions here with the officials of the WSA in Washington, we were given to understand that they were misinformed by the Army officials as to their intentions when they submitted a memorandum to the WSA for these ships.

We were also informed by the WSA officials that the Army, after they had received the OK to take these ships, admitted to the WSA that they took these ships in this

manner because they did not want to deal with the SIU. The Union feels that the ships were obtained by a subterfuge and that they should be returned to the jurisdiction of the WSA.

The union's position on this beef is that the WSA has violated its agreement with the union when it subchartered these ships to the Army, because no arrangement was made with the Army whereby the Army was to live up to the agreement signed with the Unions on the question of contracts which are to remain in force for the duration of the war.

The Union takes the position that if the Army is allowed to get away with this move on these three ships, they will make an effort to get all the ships and the union will not have any ships left after the War and we will lose all our rights which have been guaranteed to us by law.

I feel that if there is any way for our International President, Harry Lundeborg, to come to Washington on this beef, that he should immediately come and assist us with this case. I feel that he is the only man that can bring this case to a successful conclusion in the interest of our membership, and I greatly fear that if we lose this case, the Army will not stop

in the Gulf but will take over all the ships on the East and West Coasts.

At no time did the Army call upon the SIU for a crew, when the original crew was notified by the Army as to their terms of employment—which the crew saw as being unsatisfactory.

The Army called upon the WSA to supply them with crews, this they refused to do until the Army agreed to live up to our agreements. They then called upon the "saviors of the seamen," the NMU and they supplied the Army with men. Evidently the Army and the NMU have entered into some kind of an agreement whereby they intend to put the SIU and SUP out of the Maritime Industry.

In conclusion I request that the membership of the SIU-SUP go on record instructing our International President, Harry Lundeborg, to immediately go to Washington to further help us in bringing this case to the proper authorities, and if necessary to bring it to the attention of our Commander-in-chief President Roosevelt.

I believe that the life of our organization depends on this case being brought to a successful conclusion by proper consideration being given to our collective bargaining agreements.

Repatriated Seamen Get Double Pay When Working Passage

(Continued from Page 1)

the Lykes Brothers Steamship Company. Two men were forced to work their passage home without being compensated on the (SS ..), belonging to the American Foreign Steamship Company.

It is our opinion that when sailors are being repatriated in accordance with the terms of Decision No. 5, Revised, but work their way back to a United States port, they are not only entitled to wages and bonus payable under Decision No. 5, Revised, but also to wages and bonus under Decision No. 7, Revised, for the work performed on the homeward voyage.

The steamship operators, apparently disregarding your decisions, have refused to pay these men for their enforced labor on the homeward trip.

Are the operators bound by your decisions in this respect? Has this union correctly interpreted Decision No. 5, Revised and Decision No. 7, Revised?

We would appreciate an opinion on this at your earliest convenience.

Very truly yours,

JOHN HAWK

MARITIME WAR EMERGENCY BOARD

Department of Commerce Bldg.
Washington, D. C.

August 11, 1942

Mr. John Hawk
Seafarers International Union
Of North America
P. O. Box 25
Station P
New York, New York

Dear Mr. Hawk:

This will acknowledge receipt of your letter of July 31, 1942, with respect to payment of bonus and wages during repatriation.

The Board has ruled that when a seaman entitled to repatriation, and wages and bonus during such repatriation voyage, works during the return voyage, he is entitled to wages for such work, and bonus on such wages, in addition to the wages and bonus already owing to him.

Very truly yours,

ERICH NIELSEN,

Secretary

In Memorium

- WINFRED GRAY Stewardess
- FRANK O'REILLY Fireman
- HARRY HIGBEE Boatswain
- ARNOLD K. ANDERSON A.B.
- BISARI JANY A.B.
- ALAN L. DOHERTY O.S.
- GERMAN PEREZ O.S.
- JOAQUIN RIVERA Fireman
- FRANCISCO CAESPO Fireman
- S. DAVID Oiler
- JOHN J. ASH Fireman
- DOUGLAS SCHERMER Wiper
- PIERPONT ALLEN SQUIRES ... Messman
- CHARLES NOBLE Chief Cook

UNIONS MAKE GREAT GAINS AT SHIPYARDS

The International Brotherhood of Boilermakers and other A. F. of L. unions reported sweeping new gains in the shipbuilding field this week.

Outstanding was a victory by a 2-to-1 margin over the C. I. O. in a National Labor Relations Board election at the Rheems Shipbuilding Corporation in Providence, R. I. Now employing 2,000 workers, this yard will have 13,000 when fully manned.

A. F. of L. unions also announced signing of a new agreement with Southeastern Shipbuilding

Company in Savannah, Ga. Likewise, negotiations are under way for contracts with the St. Johns River Shipbuilding Company, Jacksonville, Fla., and the Shipbuilding Division of the J. H. Jones Construction Company at Panama City, Fla.

Meanwhile, the Maritime Commission revealed that the nation's shipbuilding workers set a new world's record in July when they turned out 71 freighters and large tankers, an average of well over two a day. Sixty per cent of the ships were produced in A. F. of L. yards.

Tally of Atlantic Losses Reaches 419

Destruction of twelve Allied and neutral merchant vessels by Axis submarines operating in the Western Atlantic was disclosed in official announcements last week.

At least sixty-two seamen and passengers were killed and fifty-two others were reported missing. More than 740 persons, however, were rescued by United Nations' craft and safely landed at Caribbean and United States' ports.

Sinkings since August 2 included six United States merchantmen, two Norwegian, one British, one Russian, one Panamanian and one Uruguayan, boosting to 419 the Associated Press count of announced Allied and neutral ship losses in the Western Atlantic since America's entry into the war.

The tabulation:

	Week	Since
	Aug. 2-8	Pearl Harbor
Off the U. S.	5	171
Off Canada	0	41
In the Caribbean	2	139
In Gulf of Mexico.....	4	41
Off South America.....	1	27
Total	12	419

NOTICE

Papers and discharges for the following brothers have been turned into the office of the New York Agent:

- Robert Smither, Gordon S. Moore, James Simpson, Jr., Jesus Martinez, Joseph Nowicki and William T. Lally.