



SECRETARY-TREASURER JOHN HAWK STANDS BESIDE THE SIU MEMORIAL BANNER AS THE SEAFARERS UNION DELEGATION WAITS TO SWING INTO THE LINE OF MARCH FOR THE "NEW YORK AT WAR" PARADE HELD LAST SATURDAY. THE BANNER, BEING HELD BY BROTHER JAMES FLYNN, INFORMED SPECTATORS THAT THE SIU HAS LOST 473 UNION BROTHERS AT SEA DUE TO ENEMY ACTION.

Medals or Hard-tack

An Editorial

America has been at war 7 months now, and throughout all this time the merchant seamen have served as shock troops. They have lost a greater percentage of their men than any branch of the armed force to date.

The merchant seamen have not only been underpaid and kicked around generally by the shipowners, but have often been denied the benefits of the most elementary safety measures.

For months they had to battle the shipowners to get arms and life rafts on the boats (they cost money you know). It was under pressure of lost revenue due to sinkings that the shipowners finally armed the ships.

Finally forced by the pressure of events to supply arms, the bosses now chisel in another direction—the provisions and equipment placed aboard life boats.

It may sound incredible to some that a man making thousands of dollars profit out of this war will save a few pennies by cutting the rations of hard tack and water placed aboard life boats. But it's true!

Ask Clifford Stamford, an SIU Able Seaman who was torpedoed last month.

Brother Stamford was aboard a ship belonging to one of the largest and most prosperous operators on the Atlantic Coast. The ship was attacked by two subs and broken in half by torpedoes. 24 crew members and 2 passengers crowded into the single unsmashed life boat and pulled away from the sinking ship.

The life boat was adrift for 8 days before rescue. Here is what Brother Stamford had to say about it.

"We were so crowded that no one could move. We just had to sit doubled up for the entire 8 days. It got so the circulation stopped in our arms and legs. But that was not the worst part. We might have been able to stand the physical pain a little better if the boat had been supplied with decent provisions.

(Continued on Page 2)

Supreme Court Strikes Blows At Wages & Hours Act

WASHINGTON, D. C. — The Wage-Hour Act received a boost and a blow from the Supreme Court in two decisions. The court, by an 8-to-1 majority, held that the law requires payment at time and one half rates for overtime work, even though an employe may be earning far above the minimum wage fixed by the act.

This favorable ruling was offset by another, handed down by a 5-to-4 vote, which sustained the right of an employer to get around the time-and-one-half provision by making individual contracts with his workers.

The first opinion upheld a back pay suit brought by William H. Missel against the Overnight Motor Transportation company of Baltimore. The company had worked Missel overtime, but based extra pay on the former statutory minimum of 30 cents an hour, rather than on Missel's regular rate, which was much higher.

Written by Justice Stanley F. (Continued on Page 4)

Medals Are Planned For Maritime Heroes

WASHINGTON, June 15 — Rules and regulations governing the award to American seamen of the Merchant Marine Distinguished Service Medal, were announced by the Maritime Commission today.

The Maritime Commission, under Public Law 524 is authorized and directed to provide and award a medal to each person in the American Merchant Marine who, on or after Sept. 3rd, 1939, has distinguished himself by an outstanding deed of conduct or service in the line of duty.

It is intended that the medal shall be regarded as an outstanding distinction and that it shall be

**SEE EDITORIAL
IN COLUMN 1**

Bahama Labor Revolts Against 80c Per Day Wage

NASSAU, Bahamas. — This swanky British tourist resort off the Florida coast, where American millionaires have set up dummy corporations to evade U. S. taxes, was the scene June 2 of a demonstration of 2,000 Negro laborers against a wage scale of 80c a day at the air field construction job.

British soldiers as well as local police were called out and the Duke of Windsor, governor of the Bahamas, flew back from Washington. Two of the demonstrators were killed and several were wounded. Some of the fashionable shop windows on the main street

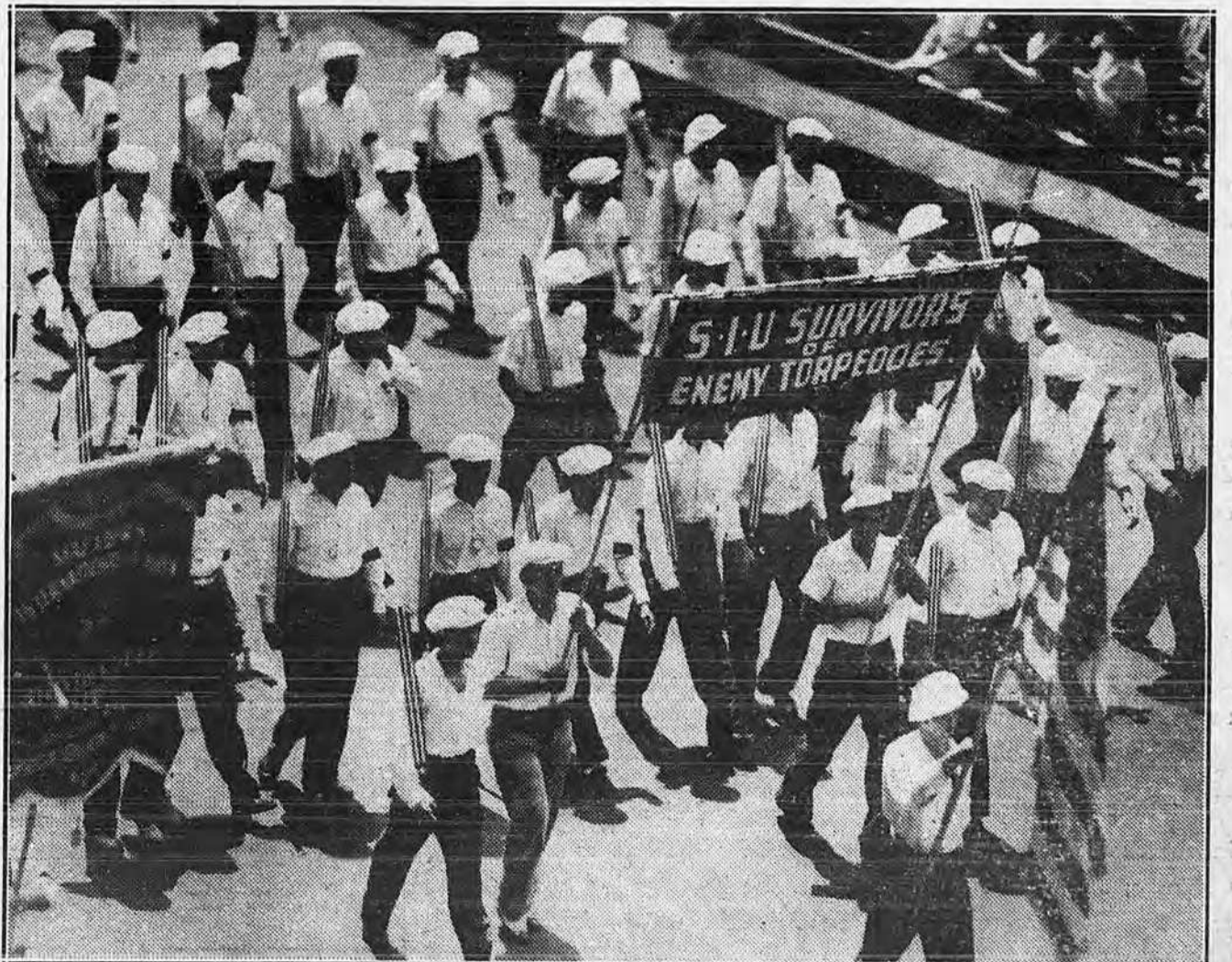
(Continued on Page 4)

awarded only after definite proof of outstanding conduct or service in the line of duty has been made available.

All persons serving on merchant vessels of the United States, on those owned or controlled by the United States or by its citizens and on fishing vessels, the Commission said, are deemed for the purpose of the Act, to be serving in the

(Continued on Page 4)

MARITIME HEROES PARADE UP FIFTH AVENUE



THESE SIU BROTHERS, SURVIVORS OF TORPEDOED SHIPS, STOLE THE SHOW LAST SATURDAY IN NEW YORK WHEN THEY PARTICIPATED IN THE "NEW YORK AT WAR" PARADE. 500,000 SOLDIERS, SAILORS, DEFENSE AND UNION WORKERS PARTICIPATED IN THE PARADE, BUT FEW OF THEM CAUSED THE EXCITEMENT AND APPLAUSE OCCASIONED BY THE APPEARANCE OF THE SIU MEN. CHEERS AND HANDCLAPPING GREETED THEM FOR THE ENTIRE LENGTH OF THE MARCH WHICH WAS FROM 28th STREET TO 78th STREET. THE SIU MEN WERE HEROES TO EVERYBODY BUT THE SHIPOWNERS.

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Affiliated with the American Federation of Labor

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Medals or Hard-tack

(Continued from Page 1)

"Only about half the rounds of hard tack were aboard that should have been, and much of that was spoiled. I don't know how long that hard-tack had been in the life boat, but it must have been plenty long for it to spoil. And the drinking water . . . it had fuel oil in it!"

When the survivors finally reached shore they were hospitalized for weeks due to exposure and lack of food and water. Two of them are still in the hospital (7 weeks after rescue) and one had his feet amputated.

For the past week or so the high-powered publicity departments of the Government have been buttering up the seamen—calling them heroes and proposing that they be decorated with medals.

Medals or no medals, seamen have a job to do and will continue to do that job to the best of their ability. But they do ask that they be given a fighting chance for their lives. They do ask that the shipowner stop putting profits before everything else.

Medals are O.K. . . . but hard tack is better.

Out of the Focs'l

by

J. L.

The SIU put its best foot forward Saturday. All those who watched or marched in the parade know what a showing our men made. From 28th Street all the way up Fifth Avenue, the crowd applauded. From 60th Street to 76th Street, the roar and the applause of the crowd was deafening. It was certainly a grand day for the SIU. Even the "Little Flower" was mightily impressed as Whitey Hawk gave him the salute.

Fred Hart seemed to be ready to fly after he recognized a friend in the crowd. Slug handled that ensign like a trooper. Jim Flynn also did a good job. Paul Gonsorchick had his wife marching with the crowd.

△ △ △

Percy Pierson of the ACADIA dropped in to say Hello. All the ACADIA stiffs had to leave their "home". Don't worry guys, Eastern is going to have a few Liberty ships sailing soon, so you may go back to your stamping grounds.

△ △ △

The LOSMAR, on her return voyage, had only three men left in the engine room. Jim Hanners fell over the side as the ship left Columbo, and wasn't seen thereafter. Joe D'Ames had a tough time on the trip, having to work three watches from Columbo to the home port.

△ △ △

Jack Kelly hurt his leg aboard the WEST CHETAK and had to get off. We find that Bill McCalmont was not suffering from pneumonia, but from two badly blackened eyes . . . ask Skipperdeck. The first Maritime School boy lost on our ships is Leslie Dennis Callahan. He was caught in the Fire Room as the torpedo hit his ship.

S.U.P. Urges Liberty Ship Be Named Andrew Furuseth

The Sailors Union of the Pacific has launched a campaign to name one of the new Liberty ships after the founder of the SUP, Andrew Furuseth. The following resolution was passed up and down the Pacific Coast:

WHEREAS: It is the policy of the U. S. Maritime Commission to name the new Liberty Ships after men who rendered services to this country as a whole, such as: heroes of previous wars poets and in many instances politicians and financiers, and,

WHEREAS: The Sailors' Union has in one of its past officials, a man who has done more than any one individual to create and man a merchant marine worthy of the United States, therefore be it

RESOLVED: That the membership of the Sailors' Union of the Pacific, through any means deemed necessary by our Secretary, petition the Maritime Commission to name one of the ships being built on the Pacific Coast: The Andrew Furuseth.

REPORT FROM

Washington

By

"DUKE" DUSHANE

Great Lakes Beef:

I attended hearings on Tuesday and Wednesday here in Washington with Mardy Polaner, Administrator of the Great Lakes District of the S.I.U. Also attending was Mr. H. Kaiser, an A.F.L. attorney connected with Judge Padway's office.

The hearings were before a panel of the War Labor Board and throughout the whole thing the shipowner refused to budge an inch from his original stand taken when the Department of Labor attempted to mediate.

The W.L.B. panel did its best to get an agreement between the union and the shipowner, but it was impossible in view of the stand taken by the officials of the D & C line.

The whole case has been thrown to the full War Labor Board for a formal decision. The decision should be handed down by the end of the week.

Maritime War Emergency Board Decision:

As of this date, all ships entering one or more ports in the following areas shall receive \$125 in addition to the regular bonus:

(A) On the east, west and north coast of Australia, extending from North West Cape to and including Melbourne.

(B) Dutch Harbor, Alaska.

These changes were made at the request of the SUP.

Non-Citizens:

We have been successful in getting the Government to alter its rules in regard to aliens shipping on U. S. ships. Henceforth, ship's crews may be composed of 50% of non-citizens. This ruling applies to both Government owned and Government operated (privately owned) ships.

Personal Effects:

The W.E.B. has again requested that all seamen make out duplicate lists of their personal belongings before shipping out. One copy should be kept by the man shipping, the other copy going to the company's agent. All lists going to the company should be signed by the master . . . otherwise it will not be valid in case the master is lost.

Seafarers' Log-

HONOR ROLL

H. MOOSHAGE	\$ 5.00
ALCOA PROSPECTOR	22.00
LA SALLE	9.00
ALCOA PATRIOT	13.00
J. JOHNSON	2.50
TOTAL	\$51.50

A WORD WITH

Sister Dillon

Hello Sisters and Brothers: This being my last little effort at being a columnist, I hardly know what to say. I feel as if I am leaving my own family. You have all been pretty swell to me in the years I have been with you and I'm surely going to miss the whole gang. However, I will attend our meetings whenever I can and I shall continue to see the boys in the hospital once in a while. I'll also drop a line to the brothers in Fort Stanton. So Gleason and Gresham, you will be hearing from me, and I want to wish you both a speedy recovery and the best of everything. My best also to Red.

I hope John Novak, SUP, will have arrived in Ft. Stanton safely by now. It must have been a tough trip in his condition.

The worst job I have this week is telling the boys in the hospitals that I won't be around again. But the delegates will take care of them from now on, and do a good job I'm sure.

I want to leave word behind for Arthur Thompson and Don Roman when they hit the beach. My best to them and I'll be looking them up. And also greetings and farewells to Frances O'Leary.

There are so many swell guys that I just can't mention them all, but I'm thinking of them. I want to say goodbye, too, to all the boys on the third floor . . . Brothers Fisher, Hart and Goldie and our old side kick, Fred Stewart.

So long to Whitey who has been swell and given me all sort of cooperation and help over the past years. He always set me straight if I got fouled up in some job. And to my friend Floyd Miller, our Editor, my deepest thanks for the many nice things you have done for me. You've been swell.

The young married man on the top floor is well taken care of, I understand. Pop Kennedy tells me he has a fine little wife and everything is swell.

So long and best wishes to Frank on the 5th floor, and to the 2nd floor gang . . . Mae, Harry, Tommy and Joe.

Steady as she goes.

100 P.C. Bonus Raise For British Seafarers

The war risk bonus for British merchant seamen has been doubled and stands now at £10 per month, according to a decision of the British National Maritime Board. The ruling also applies to allied seamen aboard British ships whose bonus compensation under previous agreements had not yet been raised to this figure.

WHAT'S DOING

Around the Ports

NEW ORLEANS

By
"ARMY"

The Commie frame-up was proven to be just that in Judge Charbonnet's court, who, in rendering his judgment, used these very words, "She saw too much in too little time and remembered everything too well. The Court is not convinced that the State has made out a case sufficient to hold the defendants for trial by jury." This, gentlemen, refers directly to the star prosecution witness.

Even though the Commies put out thousands of bucks in fees, legal aids to the prosecutor and just plain shysters, they could not make the frame stick. Maybe the old saw "right is might" is right.

Brothers Schefstad, Dean, Nobles and Smokey Schriener are glad now that they all came back and got this thing squared away, as now the scapegoats are out of the picture. An impartial investigation might show why the Commies are, or rather were, so anxious to hang this on the members of the S.I.U.

The laugh of the case was the Bartender who was supposed to identify the man in the case. Asked if he could identify any of them he was told he could look at them from any angle. He trotted down from the witness stand, walked behind the four boys to where he could see their left profiles, went back to the stand and identified Red Dean by a scar ON HIS RIGHT LOWER LIP. This, mind you, after taking a gander at his left profile where only Superman with his ex-ray eyes could have seen it.

Last week Bro. Stephens and I made a trek to our State Capitol and were present at the Committee hearing on the anti-strike bill which was presented to the Labor and Capital Committee. This is the same bill sponsored by Labor-hating capital groups which call themselves The Christian Front. They got this bill over in Mississippi and Texas, and figured that the old squeeze play would put it over in La. Here, it was recognized as nothing but a fascist move to take control of the state labor groups. After a thorough hearing (during which even the sponsor could not speak in favor of it) the committee brought back an unanimous unfavorable report. Also a bill was introduced to make the Companies pay the attorney fees when a man is forced to sue to collect when hurt. This is something that has been needed for a long time and all hands are behind it.

DO NOT SHIP

- M. E. JOHNSON P 7505
- A. P. TERRIES P 7426
- WM. CARROL BELL P 6405
- PHILIP MARROY P 6407
- JAMES WALKER P 2744
- LEROY KNIGHT P 2718
- MARCUS MIRANDA P 2583
- DELMORE A. ROUSSELL. P 6498
- LOUIS DUROLD, Jr. P 6151
- LESTER EDWARD P 7008

If there is no news on this page from your port, ask your agent the reason. It is up to the membership to see that news is sent to the LOG every week.

ALCOA'S GREED SABOTAGING WAR EFFORT --- LaFOLLETTE

WASHINGTON, June 15. — Senator La Follette (Prog., Wis.), today charged the Aluminum Co. of America with deliberately delaying the production of aluminum vitally needed in the war program in order to protect its post-war operations.

Mr. La Follette demanded on the Senate floor that a "federal aluminum authority" be set up. This organization, he said, could staff itself with technical people who would enable the government "to stand on its own feet and not be dependent on Alcoa for the determination of executive policy in the aluminum field."

"Unless a centralized organization of the scope suggested here is set up, the war production program will continue to be warped by the overweening desire of private corporations to protect their post-war business interests," he said.

Calls It 'Perfect Monopoly.'

Mr. La Follette told the Senate that Alcoa has been given 90 per cent of all war contracts for aluminum production and that members of the aluminum branch of the War Production Board are "either the innocent dupes of the private interests, or they are consciously helping the corporations."

He asserted that the firm is a "perfect monopoly" which deliberately delayed expansion of the aluminum industry in the United States because of its international cartel arrangements with Germany's I. G. Farbenindustrie.

"Despite our anti-Axis pre-war sentiments and despite our declaration of war against Germany in December, 1941, not until April of this year were these intimate and dangerous ties between Alcoa and the Nazis broken," Mr. La Follette charged.

Charges Unreasonable Prices.

"... It is significant that Alcoa preferred to pay fines and accept a consent decree rather than try to prove its innocence in a court of law."

Mr. La Follette asserted that the aluminum "bottleneck is neither an act of God nor an inevitable disaster," but largely "a corporation-made catastrophe, born of monopoly."

He also charged that "unreasonable prices during the past two decades discouraged the use of aluminum by the automotive industries."

"In view of the way monopoly has warped and repressed the aluminum industry, it can be asserted that but for the policy of Alcoa, the aluminum crisis would be far less serious and much easier to conquer than is actually the case today," Mr. La Follette said.

Labor Board Out To Break Strike

140 workers, members of the American Federation of Textile Operatives, have been on strike against a reactionary employer at Fall River, Mass., for the past week. Now it appears that their strike will be broken, not by employer inspired finks, but by the U. S. Government itself.

The War Labor Board has officially requested the U. S. Employment Service to assist in replacing the strikers with new workers.

The strike was over the boss' refusal to consider any pay increases to meet the rising cost of living.

Less than 5% of the plant's output goes into war supplies, according to the strikers.

G.M. Fights \$1 Raise For Workers; Pays Pres. \$328,000

PHILADELPHIA, June 16.—Charles E. Wilson, president of General Motors which is now fighting a CIO Unitel Auto Workers demand for a \$1-a-day pay increase, rated \$328,000 for his efforts on behalf of GM last year. A report filed with the Securities and Exchange Commission (SEC) today showed that Wilson drew a salary of \$149,803 and was given a bonus of 4500 shares of GM common stock valued at \$39.61 a share. The bonus, however, is to be paid in equal instalments over four years, which will give Wilson a break on surtaxes.

Albert Bradley, GM vice president and director, drew a salary of \$100,620 plus 3400 shares of common stock, which will boost his earnings for 1941 to \$225,000 when he gets all the stock.

Work or Fight

WEST POINT, N. Y.—Striking AFL building trades workers at the U. S. Military Academy construction job were faced with a work-or-fight order by the local draft board June 2.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

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TAMPA	206 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

One More Week To Get Passports

Seamen should submit the same type of evidence to establish American citizenship as is required of other applicants for passports. A seaman who is unable to produce a birth or baptismal certificate should be encouraged to produce affidavits from parents or relatives, or from two or more responsible citizens who have knowledge either of the exact time and place of birth or the approximate time and place of birth. An affiant should set forth the facts upon which he bases his affidavit. However, when a seaman cannot furnish a birth certificate, baptismal certificate or satisfactory affidavits of birth, he should give in detail facts tending to establish his citizenship, such as school attendance, names and addresses of relatives in the United States, names and addresses of persons who have known him the greater part of his life, and who are in a posi-

tion to assist the Department in establishing his citizenship. The Department will make special efforts to assist seamen in establishing their citizenship, and it is desired that Clerks of Courts also make every effort to be helpful.

INFORMATION NEEDED

Seamen's documents, such as continuous discharge books or certificates of identification, required to be submitted to your office in connection with these passport applications, should be carefully examined by the persons taking the applications to ascertain whether they are in agreement with the facts as stated in the passport applications and whether the photographs thereon are likenesses of the applicants. The Department should be informed of any discrepancy noted. These documents may be accepted in lieu of an identifying witness.

C.I.O. Bars Transfer Of Building Union

WASHINGTON, June 11—The Congress of Industrial Organizations refused today to recognize the validity of an arrangement under which the United Construction Workers Organizing Committee, through its policy board, severed direct connection with the C.I.O. and moved into District 50 of the United Mine Workers of America.

James B. Carey, secretary of the C. I. O., reported the dissolution of the U.C.W.O.C., of which A. D. Lewis has been a member and which he managed as operating chief. He wrote to Mr. Lewis requesting return of the certificate of affiliation.

When John L. Lewis, as president of the C. I. O., formed the Construction Workers Committee several years ago to enter the field of building and construction labor, he named Philip Murray, R. J. Thomas, Sherman Dalrymple, Mr. Carey and his brother, A. D. Lewis, as supervising chiefs. A. D. Lewis, however, conducted the work of the organization, hiring employees, granting charters and making disbursements.

Ferryboat Hits Freighter In Fog in Upper N. Y. Bay

A collision occurred Saturday in Upper New York Bay between the municipally-owned large steel ferryboat Gold Star Mother and the freighter Cripple Creek north of the Robbins Reef light and about a fourth of a mile from the shore of Staten Island. A heavy fog blanketed the Bay at the time.

The ferryboat was proceeding from the Battery to St. George with 200 passengers and 20 automobiles at the time she struck the cargo carrier. While the passengers were shaken up, no one was injured.

ASSESSMENT!

The recent SIU Convention went on record to urge all members to voluntarily assess themselves \$2. This money will be used to conduct organizational work for the International. The growth of our Union depends on you! Pay your \$2 now. All agents and patrolmen have receipts waiting for you.

Labor Union Front

VanArsdale Wins Union Re-election

NEW YORK—Dispensing with the usual procedure of a closed ballot election, members of Local 3 of the International Brotherhood of Electrical Workers, A. F. of L., voted by acclamation last week to re-elect their business manager, Harry Van Arsdale, Jr., whose conviction on riot charges was upheld last Monday by the Appellate Division in Brooklyn.

Van Arsdale, who will have to serve one to two years in Sing Sing Prison unless the Court of Appeals reverses the verdict against him, was chosen for a four-year term as leader of the 20,000 A. F. of L. electricians in this city. The entire administration slate of officers and executive board members was returned to office with him.

The trumped-up criminal charge against Van Arsdale grew out of strike disorders at the Triangle Conduit Cable Company, Glendale, Queens, in September, 1940, when a number of policemen were beaten, stones were hurled and automobiles were overturned.

Normally the election of officers of Local 3 would not have taken place until June 27. Last night 4,000 members gathered in Manhattan Center, expecting that the meeting would be given over to the nomination of candidates to run against the administration slate, which was placed in nomination a week ago.

However, after a report on the 3-to-2 decision of the Appellate Division had been read, a unionist rose in the rear of the hall and suggested that the organization demonstrate its confidence in Van Arsdale and his fellow-officers by moving at once to cast a single ballot for their re-election.

Those re-elected with Van Arsdale included Bert Kirkman, president; Alfred H. Jensen, vice president; Jeremiah P. Sullivan, recording secretary; William A. Hogan, financial secretary, and William Beck, treasurer.

A.F.L. Machinists Press Aircraft Organizing Drive

The International Association of Machinists, launched a campaign this week to bring three more giant plane corporations under its banner.

The three are the Glenn L. Martin Company, which employs 42,000 workers in plants near Baltimore, the Curtiss-Wright Corporation, with 25,000 workers at Caldwell and Clifton, N. J.; and the Douglas Aircraft Company, Long Beach, Calif., which employs nearly 45,000 workers.

President Harvey W. Brown of the Machinists addressed a strong personal appeal to thousands of Glenn Martin employes, urging them to sign authorization cards for representation by the I.A.M.

Asks Federal Probe Of Beating Of Union Organizers

MANION, N. C. — A federal investigation has been requested of a mob attack on three organizers here who were distributing leaflets in front of the Drexel Manufacturing Company, a non-union firm manufacturing furniture.

The three organizers for the Brotherhood of Carpenters and Joiners, E. L. Ketchie, Clarence Whisman and W. A. Houser, were personally distributing leaflets when a mob of company stooges, urged on by officials, set on the leaflet distributors and beat them unmercifully.

In a letter to Victor Rotnem, Frank McCallister, secretary of the Southern Workers Defense League, who made a personal investigation of the incident, requested an immediate federal investigation charging that the company inspired the assault and said that he had sworn affidavits to this effect.

Color Used As Aid To Speedup

Music has long been used to speed up workers in some operations. Today speed experts are learning that a judicious selection of colors may also be helpful in getting more work out of wage slaves.

Under red light the average person will tend to judge weights as heavier. Under yellow and blue lights there is a tendency to judge them as being lighter. One manufacturer had certain boxes repainted green rather than black as he found that his employees were less conscious of the heavy burden of lifting and carrying the green boxes.

ITF Organizes Chinese Seamen's Branch; Wins Wage Increases For New Members

Establishment of a Chinese seamen's section by the maritime branch of the Dutch Central Transport Workers Union was announced this week at the union's headquarters, 21 Pearl Street, New York, N. Y. Simultaneously, union secretary P. J. Vanderberge and organizer G. G. Vandeville announced conclusion of an agreement which raises the average monthly wage — including war bonus and special compensation — of the Chinese seafarers aboard Dutch ships from \$41 to \$91.

The new agreement also provides for a compensation of \$100 for loss of personal belongings by acts of war. Previous compensation for Chinese seamen aboard Dutch ships was 100 guilders, or \$50. Negotiations stabilizing the preliminary wage agreement signed in New York will be conducted in London.

The American office of the Dutch Central Transport Workers' Union, which is an affiliate of the International Transport Workers' Federation, was established in

Supreme Court Strikes Blows At Wages&Hours Act

(Continued from Page 1)

Reed, this decision declared that the Wage-Hour Act was "designed to require payment for overtime at time and one-half the regular pay, where that is above the minimum, as well as where it is at the minimum." Justice Owen J. Roberts dissented.

The majority also ruled that Missel was entitled to collect double back pay—half of that as damages equal to the withheld overtime wages.

This was the first time the court sustained the "double indemnity" provision of the Wage-Hour Law, designed to discourage violations, and the decision will open the way, Department of Labor attorneys declared, for employes who had been victims of chiseling to collect millions in back pay.

The court's second ruling approved a scheme by which the A. H. Belo corporation, which operates the Dallas (Texas) "Morning News" and radio station WFAA, averted overtime payments.

Both the newspaper and the radio station got their unorganized employes who had been on a weekly salary basis to sign "contracts" which fixed an arbitrary minimum hourly wage so that even with overtime the employes would earn no more than they did before. The previous salary was in effect, "frozen," regardless of the number of hours worked.

This plan was upheld in a decision delivered by Justice Byrnes, who maintained the Wage-Hour Act did not bar such contracts so long as the assured weekly wage did not fall below the legal "bottom."

Medals Are Planned For Maritime Heroes

(Continued from Page 1)

American Merchant Marine. Civilian seamen serving on public vessels of the United States are also included.

"It is recognized that the average seaman going to sea is rendering splendid service to the nation every day and is entitled to the appreciation and gratitude of the public," the Commission said. "The word 'outstanding,' however, as used in the Act must be construed literally in the sense that the person to whom an award is made will have distinguished himself above and beyond the excellent standard maintained by the merchant marine seamen as a whole."

The Commission has set up a Merchant Marine Medal Awards Committee of which Vice Admiral Arthur P. Fairfield, U. S. Navy (Retired), is Chairman. The Com-

mittee will receive reports on individuals proposed for the medal and will make its recommendations to the U. S. Maritime Commission. The awards will be made by the Commission. It is expected that the medal will be ready for issue within a few months.

In the meantime, a study is being made of the cases of individual seamen whose names have been placed before the Commission as being potentially entitled to the award.

British Tribunal Hears Coal Miner's Wage Boost Plea

LONDON —Now that the House of Commons has passed the coal reorganization plan, a tribunal of five is hearing the miners' claim to a national minimum weekly wage of \$17 and an advance of 80c per shift.

The employers are represented by Colonel Ernest Briggs, Chairman of the enormous Lover Brothers corporation, and the trade unions by George Chester, secretary of the Boot and Shoe Operatives Union.

The actual pay rates for men working in the coal mines have fallen out of line with the higher rates now paid in the arms industries. Fathers working in mines now find themselves earning less than their wives, sons and daughters working in the factories.

BAHAMA LABOR REVOLTS AGAINST 80c PER DAY WAGE

(Continued from Page 1)

were smashed.

The demonstration occurred after local government officials told the workers that the wage scale, set by an agreement between Great Britain and the U. S., could not be changed immediately.

New Providence, the island on which Nassau is located, is one of the British possessions on which the U. S. is building war bases.

In Memory of These Brothers Lost At Sea Due To Enemy Action

- DAVID H. UDELL Wiper
- RONALD J. TEARSE Wiper
- EDWIN N. JAFFE O. S.
- THOMAS J. LIVELY Bos'n
- MAURICE P. HARDY A. B.
- JOSEPH E. BLOMGREN A. B.
- DENIS J. SULLIVAN A. B.
- CHARLES STEWART A. B.
- OLAN H. ECK A. B.
- P. J. HOUSTON A. B.
- SAMMIE BLOCK O. S.
- STANLEY FLANDERS Dk. Engineer
- KURT ACKERMAN Oiler
- EDMOND CHARLEBOIS Oiler
- KENNETH W. MURPHY Water Tender
- STEVE DOUGLAS HESTER Water Tender
- NICK SANTIAGO Fireman
- D. H. THOMAS Steward
- FORREST R. KING Chief Cook
- THOMAS A. ERWIN 2nd Cook
- RICHARD GEZAK Messman
- HENRY C. FAHY Messman
- OSCAR ZAYAS Utility
- H. G. BENN Oiler
- J. S. WARD Fireman
- E. G. MASON Fireman
- E. T. LEBRON O. S.

PERSONALS

GEORGE CARNEY:

There is a suit-case belonging to you at the Galveston hall. Pick it up as soon as you can.