

## Censors Ease Restriction On News

WASHINGTON — A twelve-point program designed to relax many of the restrictions now placed upon steamship operators, the War Shipping Administration and the unions with respect to release of information concerning the activities of the wartime merchant marine, has been completed and will become effective immediately, it was learned this week.

The program is the result of negotiations between the War Shipping Administration, the Navy and the Office of Censorship and represents the first time since the outbreak of the war that there has been any relaxation of the restrictions which have heretofore been imposed upon merchant ship operations.

As an experiment, the War Shipping Administration released four press releases, which were checked by the Office of War Information and with the Navy. These stories, the WSA points out, "unfreeze" the following twelve features, formerly untold under interpretations of the code or sometimes told in part by the Navy about a "cargo ship":

1. Release by WSA.
2. Name and type of ship.
3. Enemy action or special event.
4. General location.
5. Approximate date.
6. Names of personnel.
7. Addresses of personnel.
8. Comment by captain or others.
9. Name of operator or agent.
10. Name of yard where built.
11. When launched.
12. Structural reliability.

Although the twelve-point program as it now stands is not a complete relaxation of code re-

## ARMY MAN LAUDS OUR FIGHT FOR CONDITIONS

Nov. 2, 1943

Editor:  
Dear Brother:

Copies of the LOG are coming really on time and each succeeding issue seems better than the last. I was more than impressed upon reading the last issue and seeing that our Union is still in there fighting despite bureaucratic pressure. I was disheartened upon hearing of the sabotage of the security watch program but now I see that the shipowners are paying through the nose for that.

I had occasion to speak to the crew of a ship that pulled in here recently. Half were NMU and the others were RMO. The NMU boys were pretty well disgusted with the whole set-up and I showed them a copy of the LOG and pointed out the many bonuses our crews are still collecting even after being paid off. They said they were going over to the SIU when they returned and in doing so, they would know how they stood on unionism.

I'm enclosing a \$5 donation and wish I could make it more. Although I'm taking War Bonds, I feel that our Union stands for the same principles and security.

Steady as she goes.

Fraternally yours,  
Sgt. Dimitri J. Keigis  
Co. A. 562nd Maintenance  
APO 503—c/o P. M.  
San Francisco, Calif.

strictions, it is understood that as Allied progress is made in both Europe and in the Pacific other provisions which now affect security will be lifted. It is understood that work is continuing between the three departments along these lines.

# Atlantic Fishermen Call Strike For Living Wage

Faced with the breakdown of union-government-industry negotiations for an increased price for their catch, the Atlantic Fishermen's Union, SIU, pulled the pins on the New York, Boston and New Bedford fleets this week. This strike followed months of fruitless negotiations with the fish wholesalers and the OPA, and followed the taking of an official strike vote following a "cooling off" period as demanded by the Smith-Connally Bill.

## Release 20 Greek Seamen; Open New Maritime Club

NEW YORK, (ITF) — Twenty Greek seamen have been released from federal detention at Ellis Island in response to representations by the Greek Maritime Welfare Committee and the Greek Maritime Union, it was announced this week at the committee's offices, 18 East 41st St. Eleven men will soon ship out aboard Green and other Allied merchant vessels while the rest are expected to join the Greek Navy.

The decision of the federal authorities, according to a committee spokesman, followed an investigation of the men's complaints by a delegation composed of Mr. Christopher S. Stephano, chairman of the G.M.W.C., Petros Spiridacos, secretary of the Greek Maritime Union, and a representative of the U. S. Immigration Department.

The immigration officials, satisfied with the assurance given, have paroled the men into the custody of the Recruitment and Manning Organization of the War Shipping Administration. It was suggested in maritime circles that as a matter of future procedure, all Greek seamen released from federal custody be turned over to the Greek Mar-

(Continued on Page 4)

During the past week Patrick McHugh, Secretary-Treasurer of the union, had spent several days in Washington conferring with industry representatives and officials of the OPA. He presented figures proving that the fishermen were not able to maintain an American standard of living under present OPA price ceilings.

Many OPA officials resisted the granting of an increase in catch price on the excuse that it would increase the cost of living for the consumer. This would only be true if the wholesalers were allowed to pass along to the consumer the small increase asked by the union. Were the wholesalers forced to cut their profits a bit, both the consumer

and the fishermen would be protected. The idea of less profits was, of course, like waving a red flag at a bull. The wholesalers went berserk.

Most of the fleets in the three ports were at sea when the strike call was issued and the full effect of the tie-up won't be felt for several days. The mackerel fleet is not effected as the union negotiated a satisfactory price for this fish some time ago. Neither will the Gloucester fleet be effected, as this port's local also reached a satisfactory agreement on prices. Those fleets effected are the Boston fleet with 50 large boats and 800 men; the New Bedford fleet with 75 smaller boats and 800 men; and the New York fleet with about 30 boats and 300 men.

## War Worker Buys Silk Shirt



—Justice

## 11 SIU Men Prisoners Of War

**RUFUS E. STOUGH, Cook**  
1419½ Terpsichore St.  
New Orleans, La.

**HENRY B. WILSON, AB**  
422 Grand Ave.  
Cumberland, Maine

**ALFRED S. KATZ, Utility**  
2971 Ford St.  
Brooklyn, New York

**WILLIAM E. WEAVER, FOW**  
Natasulga, Alabama

**GEORGE A. RIGGINS, Wiper**  
210 Drumont Place  
Norfolk, Virginia

**MANUEL M. LEDESMA, Messman**  
Honolulu, T. H.

**FRED G. STILLWELL, Pumpman**  
Gresham, Oregon

**CARL G. RYDBERG, OS**  
Hilo, T. H.

**PAUL PETRO, OS**  
447 Mathews Street  
Gary, Indiana

**EARL SPEAR, Chief Steward**  
920 Galier Street  
New Orleans, La.

**WILLIAM R. SMITH, Oiler**  
5700 Palisades Ave.  
West New York, N. J.

The above brothers have been listed as prisoners of war by the Navy Department. Most of these men were torpedoed while delivering war goods to Europe, and were subsequently captured and interned by the Nazis. The SIU is now taking steps to send them packages of food and tobacco, and will do all in its power to see that they receive such aid as is possible under the circumstances.

However much these brothers will appreciate the smokes we send them, we are certain that their greatest desire will be that we maintain union conditions so that when the war ends they will not trade Nazi slavery for American shipowner slavery.



# SEAFARERS LOG

Published by the

**SEAFARERS' INTERNATIONAL UNION  
OF NORTH AMERICA**  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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## Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	BOWling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
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GALVESTON	219 20th Street	Galveston 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

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V-762

American workers have built the greatest navy in the world.

## French Seamen's Union Is Reorganized; Growing At Phenominal Rate Of Speed

NEW YORK, (ITF)—The story of the reconstruction of the French Seamen's Union, is the story of a fight against fascism and evidence of the desire of French merchant seamen all over the world to reconstruct democracy in their native land.

No sooner had General Charles deGaulle escaped from France to England than the French merchant ships followed his lead. Soon after their arrival in England, the crews of these ships got together to form on foreign soil, the trade union they had seen made illegal at home. From June, 1940 until the liberation of North Africa by allied armies, these were the only French seamen "delivering the goods." Many others, unable to escape, worked at home in the underground movement and many were forced to work for the Vichy Government.

At the time North Africa was freed and the larger part of the French merchant fleet joined the fleets of all the United Nations, the men in these ships had no legal union and almost no organization. Trade unions had been prohibited by Vichy, both in France and in North Africa. Early in the Spring of 1943, several of these ships came in to New York harbor for repairs, refitting and arming. In almost no time these seamen had gotten to-

gether and decided to organize once more, the union they had all once been members of. At the first meeting of the union held in New York, nearly 350 French seamen attended. This represented an almost 100% attendance with the exception of those who had to remain on duty aboard their ships. Enthusiasm ran high and once more these men could look to the future with hope. Other ships followed and their crews too, joined the union.

But the story in England and America, is not the only one. Two hundred seamen in Algiers organized in April the Algerian Seamen's Union. By May their number had risen to over five hundred. In June their example was followed by the seamen in Oran with another two hundred members. News has now reached the office of the French Seamen's Union in New York that the various local unions of seamen in North Africa have joined together and that they are in close touch with the union in England, which is affiliated to the International Transport Workers' Federation. Thus, the French seamen have once more been brought together in the same union, regardless of the type of ship they sail, or the department in which they work.

## Rail Workers Are Voting Walkout

First strike ballots received from train, engine and yard service workers by the Transportation Brotherhoods are running "almost 100 per cent" in favor of a walkout, President D. B. Robertson of the Locomotive Firemen and Enginemen revealed on Wednesday.

The early returns are mainly from roads near the headquarters of several of the Brotherhoods and are being tabulated as they come in. If the present rate of "yes" votes continues, a record majority for a strike will be rolled up, Robertson predicted.

"The response from these employees demonstrates beyond a doubt how bitterly the men feel over the way they have been treated," Robertson declared. The Firemen and Enginemen's chief also made it clear the unions are "definitely not interested" in an offer of Economic Stabilizer Fred M. Vinson to "raise the ante" slightly on the miserly 4-cent increase awarded by an Emergency Board to the workers represented by the five Brotherhoods.

As reported in another story on this page, Vinson, in announcing a sliding scale of increases recommended by the board for the "non-operating" workers, said he was willing to apply the same formula to the "operating" group. That would mean 5 to 6 cents an hour, instead of 4 cents for some of the operating employees.

## From The Labor Press -

### ONE FOR THE BOOK

President Roosevelt has appointed a committee of five to find out about the cost of living. He doesn't need a committee. He can get the dope the way the Labor Herald gets it—namely, from the housewives.

He, himself, could go to the OPA. There he will learn that subsidies were given to reduce the cost of butter by two and one-half cents per pound. Immediately there was little or no butter. Announcement was made that there would be plenty of butter for fall and winter because the tubs of the armed forces were full to the overflowing. Butter got scarcer and scarcer. Now the OPA announces the price of butter is to be advanced six cents per pound.

The President has appointed a committee to inquire into all these details and thousands more. Safe bet! The committee will bring in a report that everything is fine and dandy and working people are a worthless lot for wanting butter on their bread. That has been the system so far. We expect no immediate change.

—Labor Herald

"We're interested in fairness, not in handouts," Robertson asserted. "Our men want decent treatment, not stuff such as that. They're more angry and resentful than they have been in years."

### THOSE "STABS IN THE BACK"

Dispatches received in only one day this month told of the return of 24,000 striking aircraft makers in Britain and the settlement of two coal strikes involving 6,000 men, with a strike of Scotch shipbuilders looming. We don't hear so much nowadays about how British workers stand for any old thing "to win the war," with the war right in their front yard.

That old gag has died out, and our people are beginning to suspect that maybe the British workers know a few things about war from close acquaintance. That the winning of this, or any other war, can be helped or speeded by submission to industrial tyranny has never been proved. It's just assumed by loud-talking Babbits who are sitting this war out, as they sat the last one out—and grabbing big profits for sitting.

Over here we are still told that this or that strike may cause the death of an American soldier. But there is not and never was, one proved casualty in the American Army caused by any lack of arms or ammunition because of an industrial stoppage.

—United Mine Workers Journal

Keep In Touch With  
Your Draft Board

## ATLANTIC AND GULF SHIPPING FOR WEEK OF NOVEMBER 8th TO 13th

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	357	170	281	808
REGISTERED	265	217	240	722



WHAT'S DOING

# Around the Ports

## MOBILE

Well brothers, I have just had the pleasure of giving a gander to the greatest piece of exaggeration that was ever placed on paper with printer's ink. And believe me brothers, I have seen some awful misconstruance of the facts by this element. The title of this masterpiece is, "The NMU, What It Is And What It Does." This book is suppose to be put up by the educational committee of the National Maritime Union and published by one Leo Huberman.

Now the average youngster that just recently came into the maritime industry knows little or nothing about this set-up. He would read this book and naturally assume that the NMU was really responsible for the wages and working conditions that the seamen are enjoying on the ships today.

Now for the average layman that don't know the score, I will try to define this suppose-to-be labor organization known as the NMU. We will take it in the order of the title. First, this NMU is only one chapter of a large drama which consumed a very long time for a number of playwrights to turn out. They completed it in 1917 and titled it Bolshevism and later on they titled it Communism. The heads of the playwrights were changed from time to time, the head of them now is one, Joe Stalin.

Then it became the problem of their salesmen to sell this drama to the poor working stiffs of the world. The program was to sell this play to three industries, mainly, the transportation industry, the communication industry and the publication industry. Their conception was if they could accomplish this feat they would have the world by the tail on a down hill drag. They tried to sell their slush for years under the guise of the Maritime Workers Industrial Union, but could not get in the groove with this moniker. So, at the Moscow convention in 1935 the commissars decided to take another tack, so they came out with a new program. This was subsequent to the collective bargaining election on the Pacific Coast in 1934 to determine who would be the collective agency to bargain for workers. Then the International Longshoreman's Association and The International Seamen's Union was declared the bargaining agents by the workers.

The program was to instruct all fellow-travelers and commie stooge's to join these two organizations and disrupt the organizations and discredit the officials until they could take control of these organizations.

Around about this time was a bird by the name of Joe Curran who was working in the Grace Line shore gang in New York for \$.50 an hour when the scale of pay for painters in New York at that time was \$1.00 an hour. He joined the Eastern & Gulf Sailors Association of the International Seamen Union. Reason

was that The International Seamen Union had a contract with Grace Line. He joined the Union in May 1935 and never paid any more dues until September. He got himself in bad standing immediately, which is bad and very rotten unionism in anyone's union. Now this was the man that they singled out to lead this herd. You can draw your own conclusion.

They continued on their program until some time in 1937 when this element was cited for using the name of the International Seamen Union to collect the union's funds on the union books. Then overnight the National Maritime Union was born. Joe Curran placed head of it and that's what the NMU is. Now any old timer is well acquainted with these facts but the new comers to the industry are not and this is for their benefit.

Later on we will see if we can define what the NMU does, and until that time brothers, try to keep her in the channel.

OLDEN BANKS, Agent

## TAMPA

From the looks of the other branches' minutes the voting has not begun so very strong. I suppose that in the near future when the convoys come in things will pick up some. We have quite a few members in this branch and I have to raise hell to get a balloting committee to serve. After the voting is over you will hear all kinds of hell raised because some so-and-so got in office.

Well, if they would take as much interest in their voting as they do in condemning the officials that are now in office and the new ones that will be installed, probably we would have a union that would be a super-du-

per. It seems to me that quite a number of our members are not taking their union to heart as they once did, maybe it is due to the war or the swift pace that we are now travelling.

The USS and the Commies opened up the new place here on the 31st of October and from what I can read in the papers they had quite a blowout. Bro. Swanson of the NMU was one of the main speakers, and Senator Pepper, who is well known for his anti-labor activities in this state. Oh, by the way, Swanson has taken to the Cement Block (One of the new cement ships that are being built here) as Boatswain. It seems that the man with the long whiskers gave him a notice to go to sea or be drafted.

A West Coast ship was in the other day from a six month trip and they paid off without many beefs and continued their way back to the coast with first class transportation. The ship was turned over to the Navy and believe me they got a nice looking ship.

Quite a few of the Tampa boys are back from a long trip and they seem to be very happy to get back to the Palmettos and orange groves where they can spread the bull without any interruption from the Yanks.

Shipping here is very slow but we do a little dues business, now and then. Wonder how Bro. Army is making out with the Flagship of the Waterman Fleet, Port Orleans. I want him to take care of that ship as she is the pride and joy of the Tampa Branch (Sometimes).

From all the information, the Bull Line is going to take one of the floating brick bats that is coming out of the yard in the near future. That's all for this week.

D. L. PARKER, Agent

## The 99 Year Club

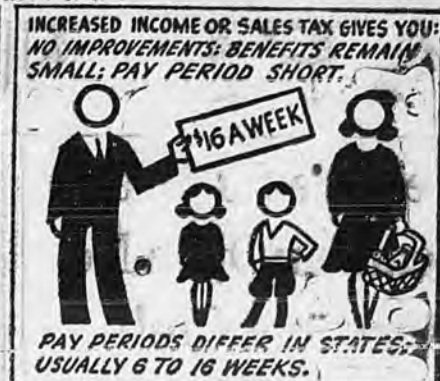
Oh, come with me to the NMU  
And see Club 99,  
It's there you'll meet the Oldtimers  
With strike cards sublime,  
The men who built the NMU  
Shall meet you at the door,  
Yes, you shall meet the real men  
And you shall learn the score.

Yes, a famous Club of the NMU  
Is that called 99,  
No Communist faker in the lot  
So do not waste your time,  
No agents of Joseph Stalin there  
No bums from Browder's knee,  
No draft dodging Commie windbags  
But men who sail the sea.

How do you join Club 99?  
Well, here is what you do,  
While on an NMU madhouse  
Just praise the SIU,  
Or call Joe Curran a liar  
Or the Communist line a fake  
Then you're a candidate for the Club  
A Brother on the make.

Just say "to hell with Stalin"  
And the door is opened wide  
For the Commie rats ride every ship  
And o'er your thoughts preside,  
Or wonder where your cash has gone  
The millions of the past  
Of Murray Stein and the Party bums  
And you are there at last.

—Top an' Lift.



This chart shows unemployment benefits for a married man who earns \$40 a week in a factory and supports a family of four. Left: Benefits under Wagner-Murray-Dingell Bill. Right: If sales or income tax is imposed instead. The worker will receive only those benefits now in effect under state laws. (AFL Labor's Monthly Survey chart via Federated Pictures)

## ILGWU Would Scrap Little Steel Policy

Scrapping of the "arbitrary and rigid Little Steel formula to make room for a more flexible wage policy" to meet the needs of workers and consumers was demanded by the general executive board of the International Ladies Garment Workers Union in a resolution made public yesterday by David Dubinsky, president of the union.

"The only real effect of the Little Steel formula to date has been the practical freezing of wages," the resolution declared. "Stabilization of living costs, as every consumer knows, is largely wishful thinking, while the true inflationary forces, the industrial combines which control living necessities, are having a field day.

"We demand that the arbitrary and rigid Little Steel formula be scrapped to make room for a more flexible wage policy

## NEW AGREEMENTS CONCLUDED

The New York office of the International Transport Workers Federation reports the conclusion, in London, of new and more favorable agreements for the members of the National Union of British Seamen. The new pact provides a standard overtime rate for all foreign-going ships of two shillings, three pence for carpenters, bosuns and donkeymen, two shillings for other senior ratings and one shilling for seamen with junior ratings. The overtime is to apply to all vessels and crew members in all departments.

The steward department personnel also have won an improved working schedule which shortens their hours and provides them with more consecutive time off. Compensation for loss of effects has been almost doubled for British seamen by the new agreement which now sets the allowance at twenty-five pounds.

## SIU And Tanker Members On West Coast

Central Registering and Dispatching Office Open in SUP Headquarters at San Francisco

For SIU Members and T. C.'s in Deck, Engine and Steward Departments

Increased shipping on West Coast by SIU members has made it necessary to open a separate and complete business office to be devoted solely to registering and caring for the needs of SIU members in all departments.

All SIU members in San Francisco are required to immediately register in SIU office at 59 Clay St. SIU members in SUP Branches on the West Coast are to register in the respective SUP Office and receive an SIU shipping card. SIU shipping cards will have preference on SIU ships and will be recognized by all SUP Dispatchers. SIU Deck members will have second preference when SUP members are available.

### For Further Information:

Call your union offices and tanker organizers at the addresses listed below. You will always find somebody at these numbers excepting at night.

SEATTLE, WASH.—86 Seneca St.—Phone Elliott 6752.—E. Coester or Johnson.

PORTLAND, OREGON—111 West Burnside St.—Phone Beacon 4336—John Massey or C. Atkins.

RICHMOND, CALIFORNIA—257 Fifth St.—Phone Richmond 4021—Louie Glebe or Banks.

VANCOUVER, B. C.—340 B. Cambie St.—Phone Pacific 7824—Hugh Murphy.

WILMINGTON, California—440 Avalon Blvd.—Phone 4449.

NEW YORK CITY — 105 Broad St. — Phone Bowling Green 9-9530—Morris Weisberger.

SAN FRANCISCO—59 Clay St.—Phone Exbrook 8229—Phil Conley.



# AFL WINS VITAL TEST CASES

## Release 20 Greek Seamen; Open New Maritime Club

(Continued from Page 1)  
iners Club in New York, a joint enterprise of the U. S. and Greek governments. The club home, it was explained, offers ample housing facilities and care for the men until their departure from the United States.

Official opening of the Greek Mariners Club, located at West 59th St., took place on Monday, November 15, 6:30 P.M. The Greek Ambassador Simeon Diamantopoulos, Archbishop Athanasios, Mayor La Guardia, Mr. Marshall E. Dimock, assistant deputy administrator of the WSA, attended the dedication ceremonies.

The club has housing, rest and restaurant facilities for about 80 seamen and is managed by a board of directors composed of American and Greek shipping officials, representatives of the Greek-American community, the shipowners and the Greek Maritime Union. "The new club enjoys the wholehearted support of the American and Greek authorities and all other interested groups," Mr. Taylor said. "We look forward to an era of fruitful activities. These activities, I am sure, will not only be of benefit to our seamen but also strengthen the bonds between the American and Greek peoples."

## Biddle Would Tighten Law Against Stowaways

Attorney General Francis Biddle has requested Congress to strengthen existing laws against ship stowaways by rewording the Act of June 11, 1940, to make it clear that anyone who stows away on certain merchant vessels has committed a criminal offense, whether or not he is apprehended before disembarking.

The Attorney General's recommendation, which was contained in a letter sent to the Speaker of the House of Representatives, a few days ago, pointed out that existing law assumes that a stowaway will be apprehended before leaving the ship, but leaves some doubts as to the status of anyone who stows away successfully and is not discovered until after he has left the ship.

Mr. Biddle proposed that Congress clear up the matter by striking out a clause that anyone who has illegally secreted himself aboard a United States ship shall be considered guilty of an offense if he is "found \* \* \* at or before the time of arrival of such vessel." With this deletion it would be possible for the Attorney General's office to proceed against any stowaway on an American ship discovered within the jurisdiction of the United States.

The communication from Mr. Biddle has been turned over to the House Committee on Merchant Marine and Fisheries.



"Stop it, Helen, the OPA just froze you at 97 cents."

V-139-76

Drawn for Office of War Information

## MONEY DUE SHIP NAMED FOR HUDDALL

The logging of the Steward's Department of the S.S. Daniel Willard has been reversed by the Commissioner after a lengthy trial. The men involved can collect their extra meal money and log refund from Calmar Line Office.

Extra meal money on S.S. Melville is now payable at the Pier 25 office of the Eastern S.S. Co. The men involved are:

- G. Lynch, Cook
- W. Williams, Cook
- G. Ellis, Utility
- Barnes, Messman
- Yancey, Messman

Following brothers have overtime coming from Bull Line:

- Roland Stradling ..... 138 hrs.
- James Smalls ..... 100 hrs.
- Robert Stackhouse ..... 100 hrs.
- Pete Sudol ..... 85 hrs.
- John Pritchard ..... 35 hrs.
- Albert Myers ..... 20 hrs.

The following crew members of the S.S. William Pepper have overtime coming from Calmar Line, 39 Broadway, New York City:

- Harry Justice
- Herbert Watson
- Joseph Sleczkowski
- George Cuddy
- William Harden
- P. Yurick

The following crew members of the S.S. Steelore have overtime and extra meal money due:

- Wilton Shaw
- Gerald Usher
- Jordan Smith
- Wilbert Williams
- Injurin Devonish

Extra meals money is payable to entire Steward Department of S.S. Kenmar. Collect Calmar Line, 39 Broadway, New York City.

WASHINGTON — Upon the suggestion of William Green, President of AFL, the name of Arthur M. Huddell, one-time president of the International Union of Operating Engineers, is to be given to a Liberty ship now under construction.

Recognized as a leader of the labor movement in the early part of the century, Huddell, who was born at Danvers, Mass., in 1869, served as president of the Boston Central Labor Union and organizer for the International Union of Operating Engineers, Commissioner of Old Age Pensions of Massachusetts, Civil Service Commissioner from 1918 to 1922, president of the Boston Building and Construction Trades Council, 1910, and business agent for the Building and Construction Trades Council of Boston from 1911 to 1918. He became General President of the Operating Engineers in 1921 and served in that capacity until his death in 1931.

## Marine Insurance Cut

WASHINGTON—Reduced for the second time in little more than 3 months, the rate for Government war risk insurance on officers and seamen in the Merchant Marine is now \$2, the War Shipping Administration announces. Until July 15 the premium rate per \$1000 of insurance in addition to the \$5,000 insurance furnished by the Government, was \$7.50 per month. On that date it was cut to \$4. The second reduction is in line with making life insurance against war risks and certain specified marine perils more easily available to merchant ship crews and reflects diminished peril of Axis attacks at sea.

## Knocks Out Anti-Labor Act In Fla.

Foes of labor who have been trying to destroy unions through court action and legislation, state by state, suffered one of their most important reversals this week at the hands of the Florida Supreme Court.

That tribunal threw out a suit started by Attorney General Tom Watson to outlaw, closed shop union agreements with the Tampa Shipbuilding Company and other plants in the Everglade State.

With the support of reactionary newspapers, Watson has been crusading against unions for the past few years and climaxed his campaign by litigating to break the A. F. of L. contract with Tampa Shipbuilding. He won out in a lower state court, but met his "Waterloo" in the high court.

### DEFENDS AGREEMENT

All of Watson's arguments against closed shop agreements were demolished in the opinion. Such agreements, the tribunal held, are neither contrary to public policy nor in violation of the state constitution. They are sustained by such Federal laws as the Norris-La Guardia Act, Sherman Anti-Trust Act and the Wagner Act, the court pointed out.

"Furthermore, we find no proof that compliance with the contract has resulted in a retardation of the war effort," the court said in puncturing another claim of Watson.

"The parties may negotiate any contracts not contrary to law or good morals. Management is free to hire only union men if it chooses. Likewise, labor is free to work only with union men if it chooses."

### BLOW FOR LABOR-HATERS

Joseph A. Padway, A. F. of L. general counsel, who argued the case for the unions in the court, declared the decision strikes a powerful blow against anti-labor forces throughout the nation.

It will help, he said, in defeating an amendment to the Florida state constitution barring closed shops, which will be voted upon in a referendum next fall. The amendment was submitted by the last state legislature.

Padway added that "this ruling gives us new ammunition in our battle to knock out laws in other states which have been designed to wreck unions by restricting or prohibiting closed shop agreements."

## Closed Shop Is Upheld By WLB

WASHINGTON — The WLB has unanimously ordered that a union shop clause be retained in a contract between the Weber Showcase and Fixture Co. of Los Angeles and four AFL building trades unions.

The company had claimed that the union shop clause and the contract were terminated when the union asked for a reopening of the contract under a provision giving either party the right to serve notice of a desire to "modify, amend or terminate it."

The WLB found that, on the contrary, the record showed that the union's intent was not to terminate the contract, but to modify and amend it. The Board therefore ordered employees who were hired during the period in which the company claimed that it was not bound by the union shop clauses, to become members of the union in good standing within two weeks or seek jobs elsewhere.

Wayne L. Morse, public member, in an opinion outlining the reasons for the WLB's action, said that the Board was aware that the company had hired a large number of employees recently who did not become union members, but this did not justify the Board's setting aside a union shop clause which it found had never expired.

"It is unfortunate that the company has hired such a large number of non-union employees in direct violation of its contractual obligations to the union," Morse said. "The fact that the company may lose their services is unfortunate but not nearly as unfortunate as the situation would be if the company were allowed to defeat the legitimate rights of the union in the manner it has attempted to in this case . . ."

The Board urged union officials to grant every reasonable concession to provide those employees who join the union within the two-week period ample time to pay the union's initiation fee, Dean Morse said. Dues for such employees will start from the time of the Board's order.

The unions in the case are locals of the Sheet Metal Workers' International Association, Refrigeration Fitters, Welders and Apprentices, Brotherhood of Painters, Decorators and Paperhangers of America, and the United Brotherhood of Carpenters and Joiners of America.

The Weber Company, which formerly produced fixtures, now manufactures airplane wings and employes more than 1,200 people, twice as many as before the war.

## Personals

Brother Frank Donnally is laid up in Ellis Island Hospital in New York. He would like to receive a visit from any of his old shipmates. He is in Ward 25.

## Honor Roll

- CREW S. S.  
RICHARD RUSH ..... \$15.00  
N. WERNERSON ..... 5.00  
C. GORING ..... 4.00  
E. MAULE ..... 2.00