

MWEB IS SILENT ON BONUS CUT

SIU BLOCKS RMO LAKES EXPANSION

WASHINGTON, D. C., February 25, 1944 — At a conference held here yesterday, called by the Office of Defense Transportation to review the Great Lakes Manpower problem, the Seafarers' International Union of North America, A.F.L., Great Lakes District, blocked the attempt of Marshall Dimock's Recruitment and Manning Organization to move in on the Lakes.

Several days prior to the conference date, Great Lakes seamen unions and steamship operators received a draft of the proposed program, under which the RMO would be given the job of supplementing the work of the recruiting and manning agencies at present in operation on the Great Lakes, such as Union shipping halls and other shipping agencies.

The draft was framed in such language that would lead the readers to believe that if the program were adopted all Great Lakes manning problems would be solved, seamen would be deferred because of the miracle touch of the RMO. In addition to deferments, the draft program explained that they would recruit seamen now working in shore industries to return to Great Lakes shipping by using roving recruit-

ing agents, and radio and newspaper advertising.

Mr. Otto S. Beyer, Director of Transport Personnel, in calling the conference to order, stated that since it was the responsibility of the Office of Defense Transportation to keep transportation within the country moving, they were naturally interested in Great Lakes manning problems. After numerous meetings with operation and various governmental agencies, the RMO submitted a draft of the proposed program. The ODT, he said, was not endorsing the plan, but was interested only in seeing that everything that can be done is done to prevent a breakdown in Great Lakes operations. The conference was called so that all concerned could express their views on the RMO proposal for the lakes.

Representing the Selective Service System, Col. Mendolsohn, advised the representatives of Great Lakes shipping companies and seamen's unions that they need expect no deferments for men twenty-two years of age and under and that this age might be increased to twenty-six and even higher. The present arrangement with the RMO for handling defer-

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The Maritime War Emergency Board held a meeting in Washington on Wednesday, February 23 for the announced purpose of discussing a reduction in war bonus rates now paid American seamen. Under the fire of SIU representatives at the conference, the Board announced that no cut was to be considered, rather was the conference called to determine whether or not the risks in certain areas had been reduced. This sort of double talk fooled no one, least of all the SIU spokesmen of the seamen.

On the wall of the conference room was a huge chart which revealed the rate of sinkings of American and allied ships for the year 1942. For the year of 1943, however, only vague symbols were used which could give no accurate picture of the casualties. And, of course, no chart could be drawn which would show how many seamen would lose their lives in 1944. When the union objected to the vagueness of the chart, the Secretary of the Board announced that concrete figures

could not be used because of security reasons.

The MWEB was warned frankly that should the seamen's standard of living be further cut, there would be an exodus of old-timers out of the industry. These men would seek well-paying jobs and less hazardous ones. While the threat of army draft might well keep the young men going to sea, such a reduction in wages would constitute a real blow at their morale and thereby at the efficiency of the merchant fleet.

Far from accepting the MWEB's

position that bonuses should be cut, the SIU formally requested that the bonus be increased for the area around the Gilbert and Marshall Islands and that the daily bonus be increased as our armed forces extend their operations into territories now held by the enemy.

The Board took no position on the concrete question of cutting the bonuses at this time. A regular deluge of telegram protest have been pouring into Washington, letting the Board know in no uncertain terms just what the seamen think about this attack upon their living standards. All seamen should remain on guard—the issue isn't yet settled.

Seafarers Raps Land For Support Of NMU

Rear Admiral Emory S. Land, Administrator of the WSA, was sharply taken to task this month by the SIU for his gratuitous advice to seamen on the question of union affairs. In a sharply worded resolution, Land was told to stick to his own knitting and let the seamen decide which union best represented their interests.

It all started when Land appeared before the national council of the NMU and endorsed the idea of a single maritime union for all American seamen. Expressing such sentiments before

the grinning Stalinists and their stooges was interpreted by everyone to mean that Land endorsed one union under the leadership of Curran & Company.

Land's preference for the NMU is understandable of course, all shipowners and Washington bureaucrats prefer a housebroken union which will sell out the seamen when ordered to do so. Nor will Land's choice of a union have any influence on the seamen since they know from experience what sort of an outfit Curran runs. If anything, the picture of Land and Curran playing footsie will only serve to confirm what they have long known—that the NMU is a shipowner outfit.

Following is the text of the
(Continued on Page 4)

Dimock Quits As RMO Chief

Marshall E. Dimock, Assistant Deputy Administrator, in charge of the Recruitment and Manning Organization of the WSA, and darling of the Stalinist clique at the head of the National Maritime Union, is going to resign. Mr. Dimock has announced that he will return to private law practice, which probably means that he will open a law office in Washington and openly represent the shipowner lobby.

While there is no official word from either Dimock or the WSA as the cause of his resignation, the *Journal of Commerce* hints that it is because the RMO has not been given the prominent role which Dimock thinks it should have.

As far as the SIU is concerned, we shall not mourn the passing of Dimock. Whoever his successor, he can hardly be more biased against honest labor unionism.

New York Branch Asks Hospital Rights For Merchant Seamen Vets

Skipper SIU Ship Wins Merchant Decoration

WASHINGTON, Feb. 25—Captain James Byron Adams, master of a vessel operated by the Mississippi Shipping Co., has been awarded the Merchant Marine Distinguished Service Medal, "for distinguished service beyond the line of duty."

The medal was presented to Captain Adams by Captain Edward Macauley, Deputy War Shipping Administrator, for his successful attempt in the face of great danger to save his burning ship and half her cargo.

"His indomitable determination to save his ship and its cargo, and his courageous and efficient leadership," the citation read, "were in keeping with the finest traditions of the United States Merchant Marine."

In a resolution passed unanimously at last week's meeting, the New York branch requested the forthcoming SIU international convention to consider the advisability of launching a campaign to win for seamen veterans lifetime admission and treatment rights in the U.S. Marine Hospitals.

The text of the resolution follows:

Whereas, war veterans of the armed forces of the United States are given the most efficient and advanced medical care for the duration of their lives, being eligible for admission at any time to the numerous well staffed veterans hospitals, and

Whereas, merchant seamen are eligible for admission to marine hospitals for only 60 days after the date of their last discharge, and

Whereas, the merchant seamen have performed miracles of heroism and self-sacrifice in this war,

comparable in every respect with the armed forces, many hundreds of seamen having been injured and killed, and

Whereas, the difference in hospital treatment given the armed forces on one hand and the merchant seamen on the other constitutes unjust discrimination against the merchant heroes, without whose services this war could not be won, therefore be it

Resolved, that merchant seamen who can show three years' peace time discharges, or 12 months' war time discharges, or have been injured in war time in the performance of their duty, should be eligible for hospitalization at the U.S. Marine Hospitals for the rest of their lives, and be it further

Resolved, that this resolution be presented to the forthcoming convention of the SIU for its consideration and appropriate action.

All Seamen Must File Income Tax Returns

All American seamen must file income tax returns along with the rest of the country by March 15, 1944. The only exception to this is if you are at sea when that date rolls around. In that case you must file a return the first week you return to the United States.

In past years seamen have been exempted from income taxes if they spent a certain percentage of their time out of the continental boundaries of the United States. This exemption has been removed and every man must file a return, no matter how long he has been away from the country.

All SIU men who are single, or if they are married and have not been living with their wives, and who earned \$500 must file. Men who are married and earned \$625 or more must file. A \$350 allowance is permitted for each dependent other than wife.

SEAFARERS LOG

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HARRY LUNDEBERG - - - - - President
110 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - - - Washington Rep.
424 5th Street, N. W., Washington, D. C.

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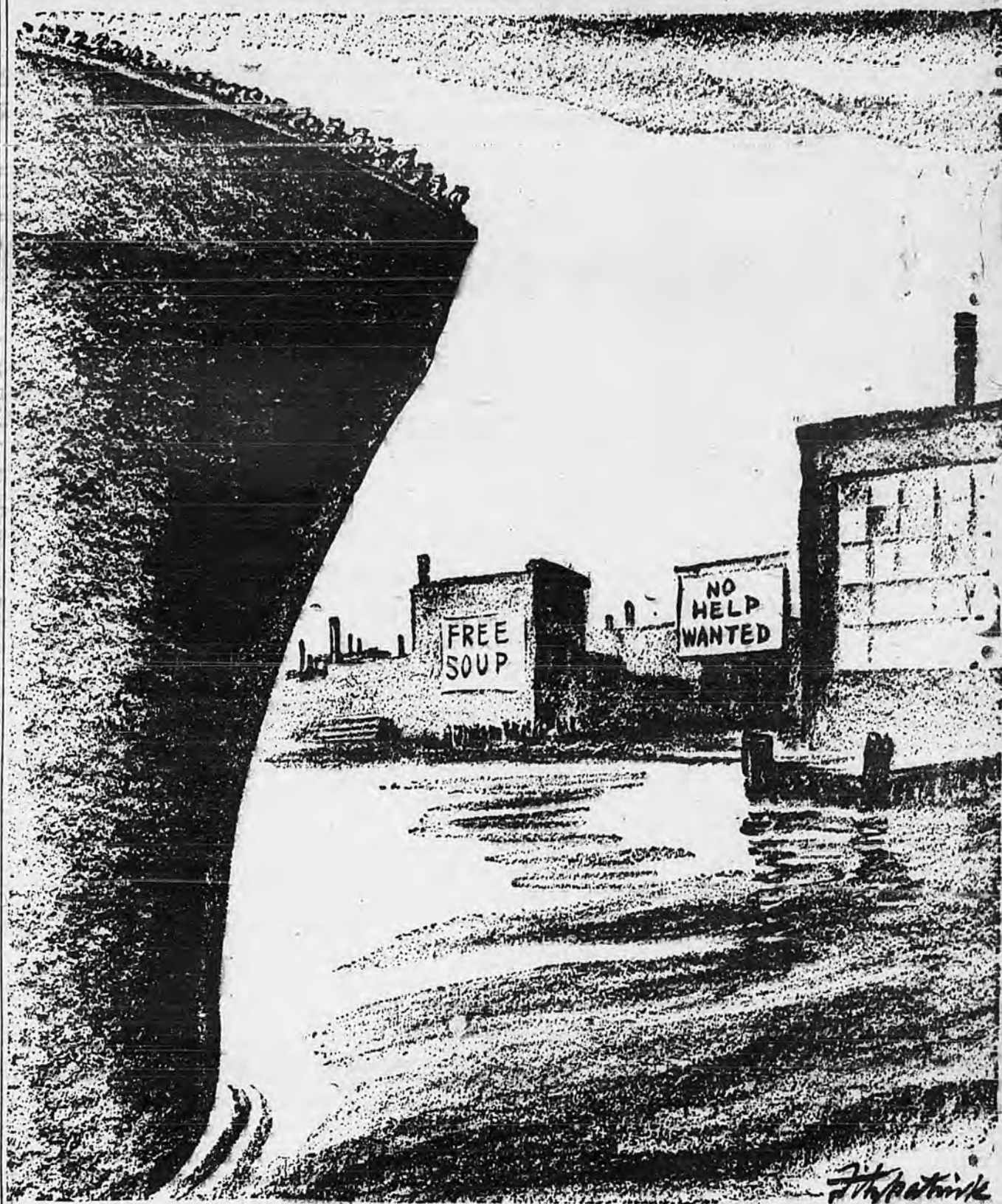
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We Can't Expect Our Troops to Return to This Beachhead



—St. Louis Post-Dispatch

Shipowners Organize For Post War Fight On Labor

The shipowners have just formed a super-doooper trade association covering all coasts and the Great Lakes. The new organization, henceforth to be known as the National Federation of American Shipping, is a federation of existing associations which comprise in their combined membership virtually all the shipping in this country—both dry cargo and tanker.

While this new association will serve as a super-lobby in Washington and will attempt to blackmail out of the government even greater war profits than are now being enjoyed by the shipowner, we must not forget that this set-up will greatly aid these labor haters in their plans for a post war merchant marine free of a union label. With regional trade associations supplanted by a national one, the shipowners are forming a united front against their enemies (the working man on their ships), and will submerge their rivalries in the common struggle against labor.

We can expect that in the not too distant future it will be impossible to bargain separately with different lines, or even with different coasts. The shipowners will demand nation-wide negotiations—thus making possible a nation-wide lock-out.

And how can Joe seaman counter this? By labor unity, by organizing nationally himself. If Pacific, Atlantic and Gulf shipowners intend to speak as one, then Pacific, Atlantic and Gulf seamen must also speak as one. The first step toward such unity is the elimination of the shipowners' 5th column in maritime labor—the leadership of the National Maritime Union. So long as Curran and Company are on the waterfront and peddle the poison of class unity, just so long do we have enemy agents within our ranks, agents who can sabotage the struggle against the shipowner and his rapidly shaping vendetta against our rights and conditions.

The formation of the National Federation of American Shipping is more than a straw in the wind. It is a storm signal of rough weather ahead. It is a storm that can be weathered if we close ranks and prepare realistically for a life and death struggle. It is a struggle that can be lost if we allow ourselves to be lulled into a false security by those Stalinist sirens who sing that the interests of shipowner and worker are one and the same.

The wages we receive and the hours we work are in direct ratio to the size and militancy of our picket lines. We must never forget that.

Dimock Accused As Anti-Labor By Greek Seamen

Criticising conditions in the Greek Mariners Club, 208 West 59th Street, New York City, and describing its board of directors as unrepresentative and devoid of labor representation, the New York office of the Federation of Greek Maritime Unions, composed of merchant marine officers' and seamen's organizations, proposed reorganization of the board "so that it will become a proper cross section of all those interested in the welfare of the Greek seafarers."

The Federation also charged that the Greek ship operators were mainly concerned with profits and that the Greek Association of Shipowners had recently indicated a preference to return lend-leased Liberty ships to the American authorities. There are at present two such Liberty ships "Amerike" and "Hellas" operating under the Greek flag.

These statements were contained in a letter of the Federation to Marshall Dimock, head of the War Shipping Administration's Recruitment and Manning Organization, which was a principal factor in establishing the Greek Mariners Club. The communication pointed out that the club's board of directors consisted of representatives of the Greek Embassy, Greek shipping interests, business men and various busi-

ness interests. "While our objection is not directed against any particular member or group," the letter stated, "we feel that it is a most unrepresentative body, and as such, the Greek merchant seamen will naturally have little confidence in it."

Christopher S. Stephano, chairman of the Greek Maritime Welfare Committee and a director of the club, supported the plea of the Federation for labor participation in the management of the club.

Petros, Jiridakos, executive officer of the Federation, also deplored the obstacles placed by Greek authorities and shipping interests in the United States in the way of a greater and more effective use of Greek maritime man power in this country. He added that the federation's recruitment drive was severely handicapped and explained that former Greek merchant seamen, now residents of the United States, feared that in the event of their taking jobs aboard Greek

Bar Lakes Seamen From Ocean Ships

WASHINGTON—In a move to assure adequate crews for Great Lakes vessels carrying ore and grain, the War Manpower Commission, acting in co-operation with the War Shipping Administration, has halted hiring of Great Lakes seamen on ocean-going ships.

WSA said today that under the regulation ocean-going vessels could not take on crewmen who were last employed on the Great Lakes without a certificate from the agency's Recruitment and Manning Organization.

One reason for seamen leaving the Great Lakes, it was said, was that they feared they would not be given draft-deferment on the same basis as ocean-going seamen. The WSA said, however, that they would receive the same treatment.

During the off-season on the Great Lakes, the WSA said, the United States Employment Service will seek to find jobs for seamen in the area.

merchant vessels they would be seized and placed in the Greek Army or Navy. Many prefer, under these circumstances, to remain ashore, and consequently, the man-power shortage in the Greek merchant marine is constantly growing.

PHS Report Reveals Ships Are Rat Traps

The arrival of large numbers of ships in convoys and the inability of the quarantine stations to clear the vessels promptly as well as the failure of cargo ships to comply with regulations requiring American consular bills of health at port of departure and ports of call are major difficulties encountered by the Public Health Service in connection with merchant shipping, Surgeon General Thomas Parran stated in his annual report made available yesterday.

"Most of the problems confronting the national Quarantine Service during the last fiscal year continued and some increased in intensity as the year progressed," the report which covered the years 1942 and 1943 continued.

Many unexpected conditions have arisen with the war emergency. Allied commercial ships which had visited foreign ports since undergoing inspection in United States ports for military reasons and compelled to stay for over twenty-four hours. Because of this health officers were required to inspect the vessels and available personnel in these services was highly taxed.

RATPROOFING NECESSARY

Many vessels arriving in United States ports, the report stated, "were found to be heavily infested with rats in spite of the fact that they produced so-called valid foreign certificates of deratization or deratization exemption." This was labeled a result of lower fumigation standards at foreign ports with a resultant rapid deterioration of the sanitary conditions of ships.

The extensive shipbuilding in the country brought about an unprecedented demand for the service of personnel to supervise the ratproof and sanitary construction of new ships. Since funds were not available for inspectors, those already in the service had to be trained in the technique of ship ratproofing. During July, 1941, only 49 ratproofing inspections were made, whereas in July, 1942, 124 such inspections were made.

Even Blind Can See The Value of Unions!

ALAMEDA, Calif., Feb. 26—The value of the trade union movement is written so plainly on the pages of history that "even the blind" can read it! Here's proof:

The Alameda Club of Adult Blind this week unanimously adopted a resolution recommending that all blind persons employed in industry join and actively participate in labor unions.

HOME FOR INDONESIAN SEAMEN

SAN FRANCISCO — A home for Indonesian seamen has been opened, for recreational and overnight use by Netherlands sailors from the Dutch Islands, the Netherlands News Agency announces.

Shipowners Buck Uniform Wages For Officers

WASHINGTON, Feb. 29—Recommendations of the War Shipping Administration looking toward the establishment of a uniform contract for licensed deck and engine officers on all vessels operated by its general agents have run into sharp opposition in the shipping industry.

The entire question, which is now before the National War Labor Board, springs from an effort on the part of WSA to establish uniform schedule of wages and working conditions for licensed deck and engine officers on both East and West coasts. Steamship interests appearing at a hearing here today sharply questioned the board's authority to adopt the suggested recommendation on the ground that the seamen involved are actually employees of the War Shipping Administration and they are not subject to jurisdiction by the War Labor Board.

THREE POINTS AT ISSUE

Points at issue in the current controversy are (1) the board's jurisdiction, (2) the extent of the proposed uniformity and (3) wages and working conditions to be incorporated in the uniform agreement.

Both the general agents of the Atlantic Coast and Gulf of Mexico as well as the Pacific American Steamship Owners Association contend that the War Shipping Panel of the War Labor Board and the board itself are without jurisdiction because the United States Government, and not general agents, is the employer of all licensed personnel. It is also contended that there are existing labor agreements now in effect between general agents and the unions, and since no dispute has thus far arisen in connection with the agreements the question does not come within the meaning of the War Labor Disputes Act.

Germans Claim 26 Cargo Ships Sunk In February

March 1—The German communique asserted today that U-boats and Nazi planes sank 26 cargo ships totaling 144,183 tons, a cruiser and 15 destroyers or escort vessels in February.

The communique, broadcast by Berlin, said 11 "sailing ships" also were sunk and that 34 other ships of more than 200,000 tons were damaged heavily by bomb or torpedo. Eight motor torpedo boats and an escort vessel also were reported sunk. A second cruiser was reported damaged.

them upon us, and that we believe in the American concept of trade unions as firmly as he believes in the private operation of ships; and, be it finally

"Resolved, That in view of the fact that he is a public official, paid by the taxpayers, we recommend that he stop taking sides in the seamen's union business, knowing well that he would resent the American seamen telling him how to build ships.

"HARRY LUNDEBERG,
"President."

**Keep In Touch With
Your Draft Board**

O.P.A. HEAD ADMITS WORKERS ARE ROOKED

Two of organized labor's chief complaints about the hidden rise in the cost of living—the disappearance of cheap goods and the widespread deterioration of quality—were confirmed this week by Chester Bowles, O.P.A. administrator.

He talked frankly to a subcommittee of the Senate Education and Labor Committee, headed by Senator Claude Pepper (Dem., Fla.), which is studying the plight of families of fixed incomes.

Bowles said the public has no idea of what he has been up against in trying to curb profiteering, and deplored the fact that consumers are not organized to combat pressure groups which are constantly seeking to break price ceilings.

He admitted labors charge that the housewife's problem is not accurately reflected in the official cost-of-living index.

Many manufacturers of clothing have shifted production to higher-priced goods, on which they can make bigger profits, Bowles said. As a result, lower-priced goods are disappearing from the market.

Bowles criticized this greed, particularly in view of the fact that manufacturers are making "four or five times" as much as they were before the war.

Responsibility for the gouging of consumers was blamed on the banning of grade labeling by Congress and the War Production Board's failure to compel manufacturers to continue making low-priced goods.

Bowles said he had been negotiating for a long time with the W.P.B. on the situation, but that there was "a lot of opposition" from people who felt they shouldn't be required to manufacture anything that does not yield handsome profits.

"You can't find \$1.98 dresses any more," Bowles told the committee, "but you can get \$3.98 dresses which are of no better quality than the \$1.98 dresses they replaced."

"There has been considerable quality deterioration, which has become a national scandal. It alarms us. But we are helpless."

From The Labor Press —

Soldiers Getting Distorted View

A warning of the danger to the country of the campaign under way for some time to infuriate and inflame the men in our armed services against the workers at home is sounded by the "Cooperative Builder," spokesman for consumers' cooperative groups.

Back of the propaganda is seen a deliberate effort to discredit the workers' organizations, in which many newspaper editorial writers and columnists and radio commentators are lending a helping hand.

It would be surprising, indeed, in the face of this misrepresentation, were our fighting men not confused and alarmed, the "Cooperative Builder" says.

"No one has bothered to point out to them," it adds, "that the big majority of men in the ranks, and even a good many of the war-time officers, are of the laboring class themselves, and that those much-maligned labor organizations will help them, too, when it's all over and they return to the mines and the mills."

"The boys haven't had a chance to reason out that if the forces of reaction succeed in smashing the unions during the war, they, too, will be helpless pawns of Big Business that is leaving no stone unturned to emerge from the war more powerful and better organized than ever."

The "Cooperative Builder" contrasts the vindictive and malicious attitude of the press and radio toward labor with the tender treatment they gave "unconscionable profiteering, shameless war production fraud, and scheming for post-war control of the world by Big Business."

"Outside of a few courageous journals and the labor papers themselves," it declares, "this Big Business finagling gets no publicity. The overwhelming majority of the nation's papers, to say nothing of the radio, simply ooze with capital's praise of its own patriotism."

"DuPonts, Standard Oil and the rest of the profiteering trusts—yeah, even companies of the stripe of Anaconda Copper and Wright Aircraft—that have been indicted for conspiring to produce faulty equipment for our armed forces—they all keep telling the home front and the boys 'over there' how unstintingly, unselfishly, patriotically they sacrifice for Uncle Sam's cause."

What do the conspirators hope to gain by their campaign to fool the fighting men? They are trying to divert attention from their misconduct during the war and to pave the way for an even greater foray against the public welfare after the shooting stops.

Seafarers Raps Land For Support Of NMU

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SIU resolution, signed by President Lundeborg:

"Whereas, this statement by Emory S. Land, as head of the United States Maritime Commission, was widely publicized in various papers throughout the country, more particularly the shipowners' publications; and

"Whereas, the majority of the American Merchant Seamen are not represented by the National Maritime Union (C.I.O.), but by the American Federation of Labor seamen's unions, a fact which is established by actual statistical figures; and,

"Whereas, the Constitution of the United States and various laws protecting American citizens from predatory interests give to all American citizens the right to belong to a collective bargaining agency of their own choosing; and,

"Whereas, such statements by the head of a United States Government bureau, particularly when widely publicized and favorably commented on by the shipowners' press, can mean but one thing to the majority of the U. S. merchant seamen, and that is that these connivers are getting ready to attempt to use one union of seamen against another union of seamen in order to break down the strength of the merchant seamen as a whole to resist any attempt to break up their union; and,

"Whereas, Emory S. Land states he 'wants to give up the ships to private ownership,' to be run for private profit after the war, he fails to state they should be 'returned to private ownership' of one big company (regardless of geography), yet he emphasizes his opinion that he, as head of the U. S. Maritime Commission, feels he should have a hand in determining what kind of a union the merchant seamen should have, if any; and,

"Whereas, it is generally conceded that Emory S. Land is an expert in shipbuilding, and the men who build American ships have done a good job, but Admiral Land never packed a union card, and is not presumed to know the functions of a real trade union except from a biased viewpoint of an 'operator'; now, therefore, be it

"Resolved, That the Seafarers International Union American Federation of Labor goes on record condemning Emory S. (Admiral) Land for sticking his nose into the American seamen's union movement, and that he be warned against playing politics with the seamen's unions; and, be it further

"Resolved, That we notify Emory S. Land, head of the United States Maritime Commission, that we are firmly opposed to government-controlled unions, and will resist to the bitter end attempts of any political group to saddle

SIU BLOCKS RMO LAKES EXPANSION

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sement, applications for off-shore seamen was working out very satisfactory, and should the plan be extended to the Great Lakes there is no question in the mind of the Selective Service that it would be a success there also.

Marshall E. Dimock, speaking for the Recruitment and Manning Organization told the conferees that the Great Lakes was not their responsibility, and that they were "coy" about assuming jurisdiction on functions over which they had no authority. They would not want to be accused of trying to grab additional jurisdiction. However, if the industry wanted, they would be very glad to assist them with their selective service problems, which of course, as he put it, must be tied in with the recruitment and employment stabilization plan.

After these governmental agencies expressed their position regarding their views, the representative of the Lake Carriers Association read a prepared statement in which they requested the RMO to handle the selective service deferment requests, but halfheartedly objected to the recruitment and manning features of the program.

Turning to employee representatives, the chairman called upon Jack Lawrenson, Vice-President of the NMU who has had a wide experience in selling out American merchant seamen, to express the stand of the National Maritime Union. Brother Jack, heartily endorsed the program, stating that it was important that the program be adopted in every detail. He expressed great fears that unless every feature of it was adopted, Great Lakes shipping would be broken down and the war effort would be greatly endangered.

He cited figures (which SIU Lake Secretary, Polaner, later showed were misleading) in an attempt to convince the group that a dangerously large number of vessels were sailing short-handed.

As usual, he harped on the fine war record established by the NMU and how well they understood the necessity of winning the war, and bragged about their program, but said nothing as to what was the best interests of the seamen involved.

According to him, it was absolutely necessary that a neutral government agency must be assigned the job of handling Great Lakes manpower problems, and since the RMO was the only one equipped to handle it, we had no alternative but to request them to do it.

Next called upon was Brother Mardy Polaner, Secretary-Treasurer, SIU, Great Lakes District, who denounced the plan as unworkable, and as just another move on the part of the RMO to grab additional jurisdiction and to stick their nose into affairs in which they did not belong.

In analyzing the proposed draft, he explained that the SIU had had no difficulty obtaining deferments for their members until recently. Mr. Polaner said that ships under contract with

the SIU had received better dispatch and had been dispatched with fuller crews than those being manned by any other set-up on the lakes.

All that was necessary, he explained, was that the Selective Service setup as affecting lake seamen be clarified, that rated seamen not be drained from the lakes. If this were done, he said, the industry would have no difficulty in manning its vessels and keeping them manned.

The draft of the proposed program states that the RMO would obtain rated seamen. "What have they been doing for the past two years with their offices around the Great Lakes?" he asked. "Yes, they have been recruiting in that area all this time with their recruiting agents, and through misleading radio and newspaper advertising and articles." With a possible small percentage, every man who is available has already been recruited by the RMO for off-shore shipping.

"There is nothing in the document that explains just where the men are coming from or from where the RMO expects to obtain them. As for the RMO being a neutral agency, there are many of us," he said, "who do not feel that it is such. As a matter of fact, we can definitely state that it is very much a biased agency."

"Many," he said "could not distinguish the difference between the RMO and the NMU."

While the SIU is prepared to go along on a central agency making the deferment request, they would battle any plan that would in any way interfere with their present manning procedure, Polaner told the conference.

Jack Lawrenson then again, with tears in his voice, pleaded in the name of the war effort that the program be adopted.

In closing the argument, Marshall Dimock said that if the RMO was to handle the selective service setup, they would also have to handle the recruitment and manpower stabilization setup, and if they did not want that, they would have to go elsewhere.

Mr. Beyer then remarked, "Well, I guess there is nothing else we can do here. We may as well adjourn."

MONEY DUE

Stewards Dept. of SS Robert Ingersol who paid off in January at Baltimore have overtime checks waiting for them at the Waterman SS Company office, 19 Rector St., New York, N. Y.

Oeck Dept. of SS Bering who paid off at Baltimore on February, 1944 have disputed overtime coming. Vouchers have been forwarded to San Francisco office of the company.

E. PARR, J. REYES, C. REYES and E. KELLY have overtime coming. Bull Line SS W. Tilgman, 115 Broad Street, New York, N. Y.

SS Monroe crew members have overtime coming: H. LEE, R.

AFL Brands Govt's Cost Of Living Index False

WASHINGTON D. C. — AFL Secretary-Treasurer George Meany called upon President Roosevelt to permit revision of the "Little Steel" formula to allow for increases in the cost of living and urged the President to insist that Congress authorize subsidies to hold the line on prices of basic food commodities.

In a nationally broadcast "Labor For Victory" interview, Mr. Meany said:

"Labor is confident that the American people will support this fair and just program which is vitally necessary to restore morale and to assure topmost efficiency in war production."

At the same time, Mr. Meany joined with R. J. Thomas of the CIO in a letter to the President charging that the public and in-

dustry members of the President's Committee on the Cost of Living are stalling and have not attempted to make a real investigation of mounting prices.

With their letter, Meany and Thomas, the two labor members of the committee, submitted a copy of their report showing that the cost of living had increased at least 43.5 per cent since Pearl Harbor.

They charged that the Bureau of Labor Statistics, which reports only a 24 per cent rise, "distorts the basic facts of our war-time living costs." Failure of the BLS to make clear that its index does not adequately reflect the realistic and actual rise in the cost of living "subjects the Bureau to very serious charges," the letter said.

In his radio talk, Mr. Meany declared that the remorseless squeeze of increased living costs while wages are frozen under the "Little Steel" formula has been "cruel and disastrous" to the morale of workers.

He insisted that everyone else is not making equal sacrifices, adding:

"Profits, even after taxes, are now higher than ever before. Many corporations made net profits in the year 1942 alone

which were three to six times greater than their entire original investment. Most farmers, storekeepers and industries are enjoying unprecedented prosperity. Application of the nation's economic stabilization program has not halted profiteering. But it has caught the nation's workers in an ever tightening vise."

Most people overlook the fact that labor has exercised remarkable patience, Mr. Meany remarked. Each time labor appealed for relief, he said, it was given new promises, each one just as empty of fulfillment as its predecessor. He concluded:

"Is there anyone in America who believes the cost of living has been effectively controlled by the Government in the last two years? Is there anyone so simple-minded as to believe that price control as it now limps along can be relied upon by the American people to protect them?"

"There are two things that must be done. First, the President and the War Labor Board should revise the Little Steel formula to allow for the increase in living costs since May 1942. Second, the President should insist that Congress authorize subsidies to hold the line on prices for basic food commodities, at least."

Around The Ports

PHILADELPHIA

Well, here we go again, doing business at the same old place as usual. We had one of the Philadelphia navy in the other day, namely the Thomas W. Gregory. The articles had the customary No. 64 and No. 72 attached so as it seemed the boys had the proper protection. However, the ship left the States and proceeded to San Juan, Porto Rico and upon her arrival there, two messman paid off and went to the hospital and the skipper shipped two Porto Rican boys as messman. When the pay off came the company, through Mr. Hill, stated that he could not pay the transportation of these two men as they had signed the articles outside of the United States and according to the WSA they were not entitled to transportation.

One contacted the United States Shipping Commissioner, and he stated that according to his interpretation the men in question were entitled to transportation to the Gulf as that was the same transportation that was paid to the rest of the crew, and as these two men had signed the same articles as the rest of the crew, he was under the impression that they were entitled to any benefits of the articles. He further stated that he would like a little time to think the matter over before he gave me his official ruling on the matter.

In the meantime, Mr. Hill of the Range Lines called me and stated that he was informed by the WSA that a Lt. Commander, H. M. Evans, attached to the WSA law offices in Washington hand-

ed down a decision on August 19th, 1943, stating that anyone signing on at a port outside of the United States was not entitled to any transportation. Mr. Hull further stated that Mr. Howie, who was attached to Captain Pendleton's office in the WSA in New York, stated that the men in question were not entitled to anything.

At this stage of the little game I contacted Brother Hawk in New York and he immediately got down to business on the case, with the WSA in New York. In the meantime the head commissioner here called me and stated that he had contacted Washington on this matter and that his decision is that these two men in question are entitled to the same transportation as the rest of the crew. I think that a suggestion is in order that in the future when a ship takes on replacements in Porto Rico that some kind of provision should be made so as to protect them when the ship arrives back to the States.

There are checks for the following men in this Branch: Martin Pedersen, Michael Cataldi, Richard Jones, Richard Cropper. This is money from the Robert Fulton Voyage No. 3. You may obtain checks by contacting the Agent at this Branch.

HARRY J. COLLINS,
Agent

Personals

Wallet containing papers of James L. Chalfant is in New York Agent's office.