

## SIU Asks Allocation Of "Heroes" Ships To Union's Outfits

NEW YORK, N. Y.—"We request that the Maritime Commission and the WSA allocate ships named for hero members of the Seafarers International Union to lines under contract to our organization," John Hawk, Sec'y-Treasurer of the Atlantic and Gulf District, and Vice-President of the Union asked in a letter to Admiral Emory S. Land, Chairman of the Maritime Commission, this week.

"These vessels are the Joseph Squires and the George W. Alther, launched at the New England Shipbuilding Co.'s yards in South Portland, Me., and the Delta Shipbuilding Co.'s yards in New Orleans, La., respectively, Monday, May 22, at ceremonies awarding them citations and the Merchant Marine Distinguished Service medal for their heroic actions in the war."

The message continues: "Both died in the service of the war effort and as such courageous people must take their rightful places in the annals of the History of this Nation in a manner fitting their deeds; true much has been accomplished in the naming

of these vessels in their honor, but there remains much to be done in tribute and respect to their memories.

"Therefore, we suggest and request that these ships be placed in the hands of members of the Seafarers International Union by allocating them to companies under contract to the SIU—by which method the members of this organization manning these ships may respect and revere the memories of these two men who died in the highest traditions of the sea."

George Alther, although he had recently up-graded to become a second mate, but was still a member of the SIU, sacrificed his life aboard the SS **Timothy Pickering** after the vessel had been bombed on July 13, 1943 by enemy planes.

(Continued on Page 3)

## AFL Continues Fight; Aids Union's Effort To Restore Bonus Rates

WASHINGTON, D. C., May 31—Continuing the challenge of the Seafarers International Union against the Maritime War Emergency Board's authority to cut the bonuses for seamen, Joseph Padway, General Counsel for the American Federation of Labor, last week called the attention of the members of the MWEB to the fact that they were without existence at the time the bonus structures were set up, and therefore could not reduce them.

The protest was in a strong letter that also asked that those shipowners who now no longer operate ships because of the wartime condition be excluded from the meeting. The MWEB had previously sent a wire to all signatories of the Statement of Principles asking them all to sit in at the meeting.

### New Board Suggested

The letter suggests that a new Board, to deal with the problems confronting the seamen may be set up and demands that the former rates of bonuses paid be meanwhile continued and that those who were entitled to the bonuses be compensated.

Full text of the letter follows:

**JOSEPH A. PADWAY**  
General Counsel,  
American Federation of Labor  
736 Bowen Building  
Washington, D. C.

May 26, 1944

Mr. Edward Macauley, Chairman  
Mr. John R. Steelman, Member  
Mr. Frank P. Graham, Member  
Maritime War Emergency Board  
Gentlemen:

Thank you for the memorandum of May 25th to which is annexed a copy of the telegram sent by the Maritime War Emergency Board to all the "signatories to the statement of principles."

### Observations

May I respectfully make an observation or two respecting the telegram. It is being sent to all

signatories, but the question arises whether some of the signatories, particularly those who no longer operate vessels, have the right to determine the question of continuance of the Maritime War Emergency Board and what shall be the jurisdiction and authority of the Board. Since the operation of these ships is now under the direct authority of the United States, it would seem that the interested party in the questions referred to in the telegram is the United States.

A further question arises in connection with the continuance of the Maritime War Emergency Board. If, as we believe, the present Emergency Board virtually went out of existence when the Government took over the operation of the ships, then the question should not be the continuance of this Board, but rather whether the creation of a new one should be had. Pending a determination of these questions, it seems to me that there should not be and cannot be a reduction in the bonuses as they existed prior to the attempted cut by the order signed by the Maritime War Emergency Board. It is our contention that since the Board, whether it was in existence or not, had no power to cut the bonuses, the bonuses still remained. This is on the theory that there is an implied agreement on the part of an employer, in this case the United States, to pay the wages the employer has been paying, unless the employer

(Continued on Page 3)

## Excerpts Of Weekly Report

By **JOHN HAWK**  
Secretary-Treasurer

There are some items which are all important and which I wish to report upon:

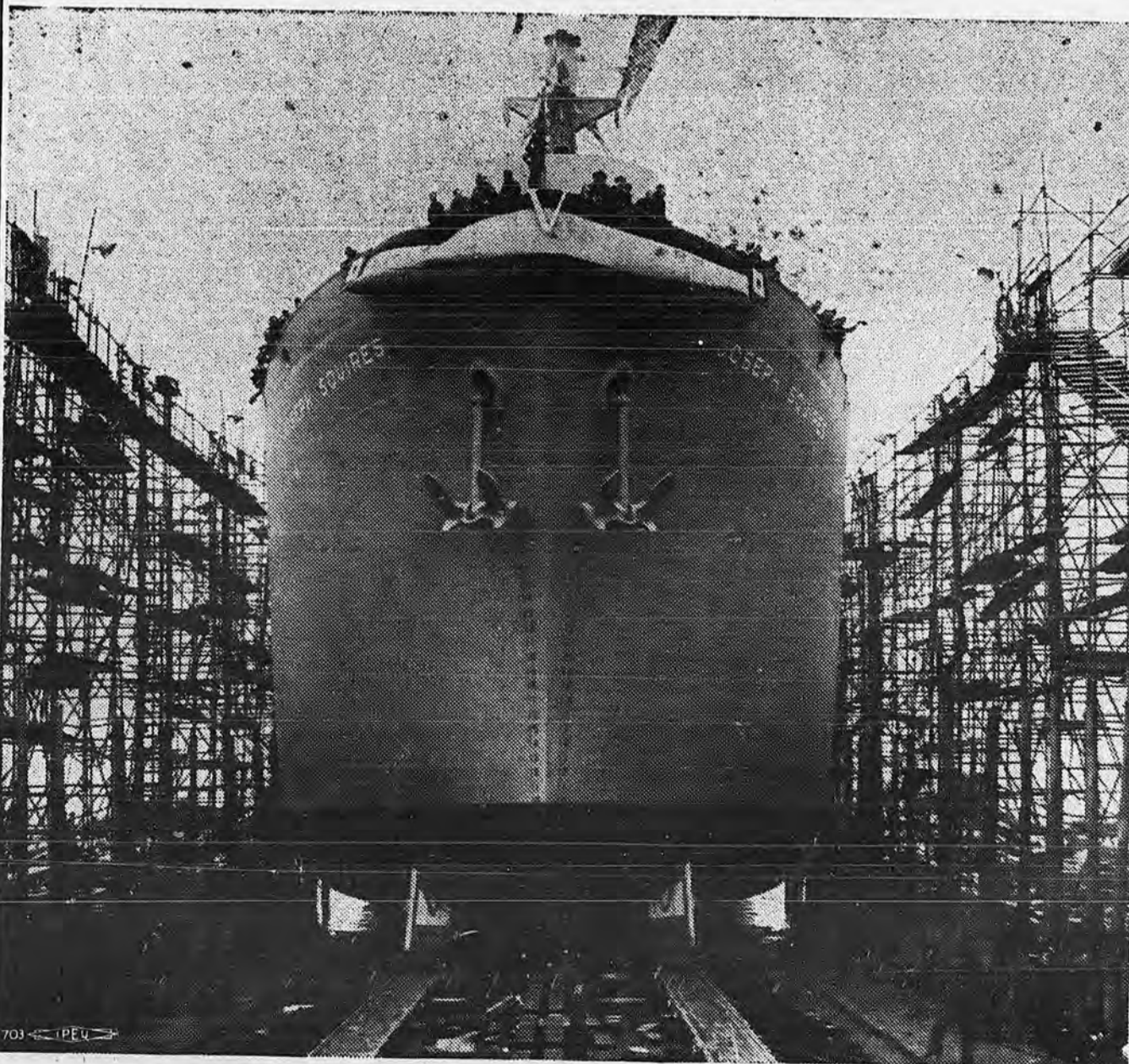
First: the question of the Bonuses:

On this, Harry Lundeberg of the SUP and President of the SIU laid a lot of groundwork early this month, when during the first week in May we appeared before the Executive Committee of the American Federation of Labor, and requested their support. The AFL Executive Committee was then convened in an extraordinary session in Philadelphia, and went on record to send in their top representatives to aid us in our fight to restore the bonus.

Since that meeting, Lundeberg, Dushane, Morris Weisberger and myself spent considerable time in Washington outlining the seamen's bonus case to President Wm. Green of the AFL and Joseph Padway, chief counsel for the Federation.

On May 23rd President Green and Joseph Padway, chief counsel for the AFL, together with Lundeberg, Dushane, Weisberger and myself, appeared before the full board of the MWEB and presented our case and demanded that the bonuses for seamen be restored to the pre-April 1 rates immediately.

(Continued on Page 2)



Picture shows the SS Joseph Squires sliding down the shipways at So. Portland, Maine, Monday, May 22, 1944. The launching went off without a hitch.

## Buy War Bonds

The membership of the Seafarers International Union is urged to invest part of every pay-off in War Bonds and Stamps.

These Bonds are your stake in America and the Freedom we are fighting this war for. Few know better than the seamen what war means for we have a running day-to-day encounter with it.

**DIG DEEP IN THE POCKET FOR UNCLE SAM.** Bonds mean Bombs for Hitler and Hirihiito on the receiving end.



# 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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267

## CP-NMU Skulduggery

### AN EDITORIAL

It is clear to Union men and the seamen particularly that the purpose of existence of an organized body of labor is its struggle to win and maintain decent working and living conditions: i.e. a share of the profits and wealth created by their toil and industry.

This is the basic purpose of Union existence. No one can deny this, least of all the employing interests who meet the Union representatives across the collective bargaining table.

When a Union departs from these principles, by which it owes its value to the workers, it dies. The workers have no earthly need of it!

We see the NMU turned into a "labor front" or "slave market" which is maneuvering to bring the seamen as a whole to a level where they will all be at the mercy of the shipowners, with political shysters in control of this so-called "union" offering their services to the employers to "make capitalism work" and even offering the employers control of the hiring halls.

We see the NMU turned into a glorified social and political "club" with the members of that organization being taken for the well known sleigh ride.

We have before us the demands of the NMU on the employing interests for that badge of slavery, the Check-off, which the NMU fakers coyly and cleverly label the "Dues Deduction Plan." We have seen the CP-NMU machine forcing the members to sign cards in favor of such a "Plan."

The term NMU membership does *not* mean that each member is an American or an American citizen. As a matter of fact a very large percentage of NMU members are aliens operating through their so-called "Foreign-Flag Division of the NMU" which they incorporated into their group from the dissident elements of the Scandanavian Seamen's Club which had set out to capture the well known and organized seamen's unions of the respective Scandanavian countries. Which endeavor, failed miserably!

The Seafarers' International Union of North America, at its recent Convention in New Orleans, went on record for the naturalization of alien seamen serving on American-

*(Continued on Page 4)*

### WHAT'S DOING

## Around the Ports

### NEW YORK

Business is ever increasing in this Port and the Port Committee is doing a bang-up job on the out-of-town beefs as well as those from this Port itself. Some of the beefs they are settling run into hundreds of bucks for members of our Union.

As is to be expected, we are having the normal growing pains to be looked for when an Organization is expanding as rapidly as the Seafarers' International Union of North America is at present.

Educational work is being carried on at a pace with the growth of the Organization and many of

the new members are beginning to understand and recognize the benefits the SIU can gain. They see Unionism in a new light. They see this Organization continually fighting for better wages, conditions and food, as well as justly deserved bonus payments.

Our aggressive stand has been noted by many former NMU members and they came down and tossed in their books to get away from that 3-ring circus and bunch of perennial commy politicians.

We know that not only our own members, but American Seamen on a whole, are with us in our battle to restore the bonus

cuts to their prior level. Our stand is clear and we think it will pay dividends.

The Winos have more or less departed from this Area reporting that the "SMOKE" shortage was acute (they blame the high taxes). They're gone, but not forgotten and they are certainly not missed.

We heard that one of them was shanghaied recently and went aboard the ship while she was in North Africa and was bitten by a monkey—P.S. The monkey died.

Yours for some monkey bites for the shipowners,

PAUL HALL, Agent

## MONEY DUE

**SS CITY OF ST. LOUIS**, paid off in Boston: W. Taylor, 48 hours; H. Rittner, 28 hours; H. West, 8 hours; A. Winnick, 36 hours; J. A. Crawford, 28 hours.

**SS WALKER TAYLOR**: The following have overtime coming: Collect at Bull Line office: Fleshman, 18½ hours; Cassidy, 2 hours; Thompson, 2 hours; Johnson, 1 hour; T. Ramos, 13 hours; E. Storm, 13 hours.

Payroll shows all Dept. were paid for Dec. 18 to 19, 1943, week ending in Port.

**SS BROOKHOLST LIVINGSTON**, Bull Line, paid off in Philadelphia. Money due the following:

Difference in wages and Bonus for two months of 3rd Cook to Nite Cook, 1 Missing Utility for the same period to be divided among the following men: Zac Lewis, Julius Young, Lewis Fears, John Franks, John Daniels. The above is payable at Bull Line Office.

**SS WILLIAM PACA**, paid off in Boston: Johnson, Ch. Cook, 41 hours; Watson, 2nd Cook, 27 hours; Gillars, Mess., 8 hours; Eugene, Utility, 6 hours. Payable at Calmar Line Office.

**SS J. B. LENNON**: W. A. Synis, AB, 6 hours; J. M. Synis, AB, 60 hours; H. A. Mullan, OS, 60 hours; W. Smolka, AB, 75 hours; G. Alm, AB, 75 hours; S. Guidish, OS, 75 hours; J. C. Wright, AB, 105 hours; T. De Costa, AB, 105 hours; M. Kraft, OS, 105 hours. Collect at Smith and Johnson Office.

The following members of the crew of the **JOCELYN** of the Calmar Line have money coming, due to disputed overtime:

A. S. Young, R. Kohler, J. Capas, L. Kensinger, F. Cheshire, Dominick DiMaio, S. Wallace, A. Czczemski, A. Souza, R. Speer. Collect the above at Calmar Line office, 25 Broadway, New York, N. Y.

JOSEPH FLANAGAN,  
Baltimore Agent

## Membership Referendum On Conference Decisions To Begin This Month

Ballots are now being distributed to the Branches so that the membership of the Atlantic and Gulf District of the Seafarers International Union may vote in the referendum on the questions that were ordered put before membership vote at the recent Convention of the entire Union and the Agents' Conference held in New Orleans at the end of March and early in April.

The voting will be conducted by regularly elected Committees in all Branches and will be from June 5th to July 10th according to the Constitution.

Questions to be decided are some changes in the Constitution itself; a building fund assessment and the purchase of halls for the Union in both New York and Tampa, Fla., the latter three questions are in the form of resolutions.

The question of the purchase of a hall in New York has been discussed by numerous meetings of the membership and officers of the Union point out that such properties will form a good back-

log for the Union's finances in the difficult post-war period when the shipowners will be doing their utmost to break the militant SIU.

The Union's officers contend that with property behind them the membership are able to muster their economic power to full force without having to fear the actions of hostile shipowners or landlords.

They further point out that it is necessary for the building assessment to go through to make the Union independent of such landlords.

It is also said that new halls will have better facilities for the membership.

## Excerpts Of Weekly Report

*(Continued from Page 1)*

We also demanded assurances that the MWEB shall not call meetings as they have in the past, and then attempt to force their pre-conceived decisions on the seamen.

We further want it made plain that whenever a meeting is called their proposals shall be sent to the Unions prior to and in sufficient time so that such proposals can be studied. We want no such thing as them handing us whatever proposals they've cooked up an expecting us to handle them in five minutes within the meeting.

We have consistently challenged their right to make any decision unless a dispute between the seamen and the shipowners existed.

We have also challenged their right to make any cuts in the bonus.

Although the Board hasn't agreed to restore the bonuses, they acknowledge some guilt on their own part inasmuch as they are now calling a meeting of all signatories to the statement of principles—to discuss their own jurisdiction, and although all the unions other than the AFL seamen's groups abandoned the fight and accepted the cuts, they also are being called into this meeting. If these unions support the position of the SIU there is a good chance that the pre-April 1st rates will be restored.

Weisberger and myself are headed for Washington again tomorrow, and along with Dushane we are going to meet with the AFL attorneys to prepare our case to take before this meeting of the MWEB on June 6.

Our position will be for the increased bonuses and war-risk insurance.

The May 26 issues of the *Seafarers Log* carries the full story on our activities on the bonus question.

There were two ships launched last week that were named for deceased members of this Union. As well as the ships being named in their honor, their next-of-kin was decorated. Representatives of the Union attended both the launchings which took place at New Orleans and Portland, Me., respectively.



# The International Labor Organization And The Seafarers

By J. H. OLDENBROEK,  
Acting General Secretary  
of the

## INTERNATIONAL TRANSPORT WORKERS' FEDERATION

As the Workers' Delegate for the Netherlands I've come over to America in order to participate in the International Labor Conference which was held in the City of Philadelphia from April 20th to May 12th, 1944. If I had to write an article on the work and the achievements of the Philadelphia Conference I should have to ask the editor to place a couple of numbers of this paper at my disposal. That is of course out of the question.

Fortunately, however, the proceedings and the decisions of the Conference have been given wide publicity in the American press and there is no doubt that many magazines and other publications will publish detailed accounts of what was said and done at Philadelphia.

I can therefore restrict myself to a few items which are of particular importance to the seafarers of all countries. Before doing so, I wish to say how much I have appreciated the presence of the representatives of the Seafarers' International Union, Brothers Lundeborg, Hawk, Weisberger and Dushane in Philadelphia and in New York.

We had two international conferences and several private talks which have led to closer cooperation and understanding. It is only through such regular personal contact that international cooperation can be strengthened, once the condition for all cooperation and friendship has been fulfilled: mutual confidence and belief in one another's integrity.

The International Transport Workers' Federation comprises seafarers' unions from a large number of countries which have their own history, their own experiences, their own methods, habits and customs.

The task of the International is to bring them into line with each other, to find a common basis and to establish a common program. The way to promote international solidarity and to achieve the best possible results for the seafarers of all countries is not by attacking one another or by trying to destroy the seamen's unions of the occupied countries, but by helping one another and through frank international discussion and by trying to understand the other man's point of view, bringing about the highest possible degree of agreement and action.

The time will come — and it seems pretty near — when the occupied countries will be free again and then they will remember who helped them and who tried to destroy them. I am happy to say that there are two unions which have a clean and worthy record in this respect: the Seafarers' International Union of North America and the British National Union of Seamen.

The International Labor Conference was general in nature; it had to deal with problems affecting all workers and all countries. Therefore the Conference was also of great importance for the seafarers, because they are just as much interested in peace, full

employment, the raising of the standards of living and social security measures, as workers ashore. There were, however, a few questions of particular importance to seafarers to which I wish to refer.

When the time comes to write the peace treaty the seafarers want to have their say. "Peace treaty" is perhaps not the right term; it is better to speak of the peace settlement, because we do not expect that there's going to be a peace treaty on the old lines,

whereby the victor imposes his conditions on the vanquished.

We are today thinking of an agreement or treaty, in which the United Nations will lay down how the wounds caused by the war will be healed insofar as that is possible and how war is to be avoided in the future.

In this agreement or treaty the economic and social aspirations of the workers and the obligation of the countries to improve the living standards and to pro-

(Continued on Page 4)

## SIU Asks Allocation Of "Heroes'" Ships To Union's Outfits

(Continued from Page 1)

He went through flame and hell while the vessel, carrying ammunition and high-test octane gas, set off repeated explosions, in a vain attempt to save the life of a naval gunnery officer, part of the gun-crew aboard. He perished in the attempt.

Joseph Squires was a man of the same sterling caliber. For while aboard the SS Maiden Creek, when the vessel was breaking up in a raging storm he volunteered, with another crew member, Harold E. Whitney, to remain aboard and lower the last boat away. From this act he lost his life on Dec. 30, 1942.

Text of the communication follows:

Rear Admiral Emory S. Land,  
Chairman,  
U. S. Maritime Commission  
Commerce Dept. Bldg.  
Washington, D. C.

Dear Sir:

The honor roll of the merchant seamen who gave their lives during this war is impressive; as are the heroic acts of countless numbers of the merchant seamen themselves who face hazards daily with a high degree of courage, but without complaint.

For the role of the merchant seamen, as you know, is secondary to none when it comes to the test of bringing in the goods under fire or whether it is playing hare to the wolf-hound packs of Nazi and Japanese submarines; or whether they are faced with the stress of storm and the elements.

The courage of the merchant seamen is legion when faced with the supreme test—Death!

The Seafarers' International Union is proud of its members, both living and dead. And for those who have sacrificed their lives in the cause of world freedom, we salute them for having fought the good fight! We know our Merchant Seamen will continue the fight! At the present time the rolls of the dead among the American Merchant Marine carry the names of approximately 1,900 members of the Seafarers' International Union.

We, the living, remember them with respect and we hail proudly the fact that the Maritime Commission has seen fit to honor the names of two of the members of the Seafarers' International Union by naming ships for them.

Those vessels are the Joseph Squires and the George W. Alther, launched at the New England Shipbuilding Co.'s yards in South Portland, Me., and the Delta Shipbuilding Co.'s yards at New Orleans, La., respectively, Monday, May 22, at ceremonies which awarded them citations and the Merchant Marine Distinguished Service Medal, posthumously for their heroic actions in this war.

Both died in the service of the war effort and as such courage-

(Continued on Page 4)

# AFL Continues Fight; Aids Union's Effort To Restore Bonus Rates

(Continued from Page 1)

comes to a contrary agreement with the employees respecting a different wage. The bonuses paid by the Government prior to the cut remain in full force and effect until the Government by agreement with the employees reduce those bonuses.

## Compensation Demanded

As I stated at the time of the argument, there was no Board in existence to cut the bonuses. If the Government in paying the bonuses accepted the suggestion of a non-existent Board to pay certain bonuses, that merely became the act of the Government and the bonuses fixed by the Government at that time are the bonuses which are at present in existence. If the Board was legally constituted then, as we explained at the conference had the other day, there would be no re-

ferred case, or dispute, before the Board and also no power in the Board to cut the bonuses and, thus, they are in existence as constituted before the cut.

Based on the foregoing, we demand that there be paid to all the sailors who were entitled to bonuses since the cut a sum of money equal to the bonuses in existence at the time the cut went into effect. We demand that that rate of bonus continue until a change is made by a legally constituted authority in the manner and within the confines of the jurisdiction of such authority.

Since the Maritime War Emergency Board was instrumental in procuring the cut of such bonuses, we believe it to be its duty to immediately notify those agencies who pay the sailors that the cut was without authority and that the sailors shall be paid on the basis of the bonuses in existence at the time the last reduction was ordered. We hope that these demands will be put into force and effect, otherwise, there will be no alternative but for the sailors to institute appropriate injunction proceedings to prevent the Board from ordering agencies to put the cuts into force and effect and for such other relief as the circumstances may warrant.

Respectfully yours,

JOSEPH A. PADWAY,  
General Counsel, AFL

## NOTICE

On last voyage of the SS BRANDYWINE, of the Hillcone Fleet, several pieces of mail letters and packages were left, after crew departed.

We are holding at this Branch, letters for Jack Oats and Harold L. Adams. Branch is also holding Parcel Post packages for William H. Koch, Kenneth B. Turner and Walter Lopez.  
JOSEPH FLANAGAN, Agent



Above is a picture of Mrs. Minnie Squires—widow of an SIU hero—just after launching the vessel named in her husband's honor. With her is shown James Coyne, an active seaman, who was designated as a Special Representative of the SIU. He attended with Brother John Mogan of Boston.



# The International Labor Organization And The Seafarers

(Continued from Page 3)

protect the lives of the workers, must find expression and this is exactly what the International Labor Conference has prepared.

A special clause in the Resolution concerning social provisions in the peace settlement is devoted to the maritime industry. It reads as follows:

"In any negotiations regarding the organization, control and operation of merchant shipping and in particular in making international arrangements for the disposal of merchant shipping tonnage, the United Nations concerned should consult the competent bodies of the International Labor Organization, such as the Joint Maritime Commission, in regard to the possibility of including stipulations concerning the standard of accommodation to be provided for crews, and of stipulations embodying the provisions of Conventions already adopted by the maritime session of the Conference, or of

any further such Conventions that may be adopted before the negotiation of such agreements."

The adoption of this Resolution means that the Joint Maritime Commission on which the seafarers and the operators have an equal number of members, must meet in order to define the policy of the maritime industry.

I am happy to say that a meeting of the Joint Maritime Commission is due for September, 1944 and that we may further expect that an International Maritime Labor Conference will be held in the early part of 1945.

Maritime affairs are therefore very much in the foreground and the union representatives will have a busy task formulating the seafarers' demands on an international scale and of bringing sufficient argument and pressure to bear in order to get an International Seafarers' Charter adopted and carried into practice in all the seafaring countries of the world.

In finishing, it is my duty to observe that the improvement of working conditions and the achievement of a better world is a task which the workers must accomplish themselves and that nobody else will do it for them. Through their unions they must build up the strength to bring about the emancipation of labor.

The International Labor Office is a valuable institution, but it cannot take over the work of the trade unions.

If there were no ILO an ILO would have to be set up.

Without strong trade unions the ILO would be of little importance. It is the unions which must push the ILO, it is the unions which must tell the governments and the employers through the ILO which measures have to be taken in the international field.

If governments and employers are not willing to listen, then the trade unions must use other means to attain their objects.

# SIU Asks Allocation Of "Heroes" Ships To Union's Outfits

(Continued from Page 3)

ous people must take their rightful places in the annals of the History of this Nation in a manner fitting their deeds; true much has been accomplished in the naming of these vessels in their honor, but there remains much to be done in tribute and respect to their memories.

Therefore, we suggest and request that these ships be placed in the hands of members of the Seafarers' International Union by the Maritime Commission and the WSA allocating them to companies under contract to the SIU—by which method the members of this organization manning those ships may respect and revere the memories of these two men who died in the highest traditions of the sea.

We further suggest that more ships be named for the men who actually sailed them and gave their lives in this war so that the tradition of the American Mer-

chant Marine may become a vital force in this Nation's history. And in line with this, without detracting in the slightest from the fearless action of Joseph Squires, would it not be possible that a ship also be named honoring the memory of the man who died with him, Harold E. Whitney? He was a deck engineer. His sacrifice was equal.

Thanking you for your courtesy and consideration of this matter, we are,

Yours very sincerely,

**The Seafarers Int'l Union  
of North America.  
For the Union,  
JOHN HAWK,  
Int'l Vice-President, and  
Sec'y-Treasurer of the  
Atlantic & Gulf District.**

**Protect Both America  
and Your Money by Investing  
It in War Bonds.**

## CP-NMU Skulduggery

### AN EDITORIAL

(Continued from page 2)

Flag ships during this war, and is working towards these ends.

The SIU is affiliated with the International Transport Workers' Federation which is composed of the Unions of foreign seamen. The SIU seeks only to help such Unions, better their standards continuously, while the NMU continually seeks to smash such seamen's organizations in the following manner:

Now, it is observed that the political shysters of the NMU are demanding the passage of a bill which would grant citizenship *en masse* for all foreign seamen on U.S. foreign-flag ships, meaning all foreign-flag ships under the control of the War Shipping Administration, and U.S. owned foreign-flag vessels.

Further, the NMU's policy orders all foreign seamen to register in the lately formed foreign-flag pool of seamen under the control of the WSA. This is the anti-thesis of all Union-controlled hiring halls.

But there are reasons for the actions of these political shysters.

What will happen to these seamen—the WSA foreign-flag pool, and such American-owned foreign-flag ships at the end of the war? They do not say, nor do they allude to the matter.

Are these foreign seamen, now earning wages on U.S. owned or controlled foreign-flag ships to be dumped on the beaches in U.S. ports in competition with American seamen?

These questions are NOT taken up by the NMU subversive brain-trusters in pushing forward their demands.

But there are answers to them!

For the NMU still wants to have Communists in control of the Unions of the foreign seamen of those nations which have joined the Allied cause: their defeats in this field still rankle them.

Further they want to bring the American seamen under a form of labor front whereby everything would be operated by the Government with themselves as the chosen "representatives" of marine labor. This is the reason for their demands for the check-off. The check-off, in part, is the reason for their maneuvers among the foreign seamen.

Even now they are making use of the alien seamen to hamper the American seamen. For as members of the NMU *these alien seamen sign these dues deduction cards (checkoff)*. These cards are sent to the War Labor Board as a "genuine expression of the will of the NMU membership" behind the "leaders'" demands. *The War Labor Board Has No Means At Their Disposal To Know Whether Or Not The Signer Of The Card Is An American Citizen Or An Alien!*

Thus the alien seamen are being used as suckers in a game designed to stab the American seamen in the back and deceive the Government (War Labor Board) into false judgment in favor of the check-off which would automatically, by its operation, put all American seamen within NMU contracts on U. S. Flag vessels under the control of the employers and collaborationist "union" officials. The NMU would collect the dues from all men sailing their "contract" ships by mail. Even Union membership books would become obsolete.

In hopes of achieving their manifold goals of breaking the leadership of the foreign seamen's Unions, mass citizenship for alien seamen and the check-off to saddle them all with an economic stranglehold, the NMU "leaders" are playing ball with the shipowners in every conceivable manner.

No demands of any nature that would arouse John Shipowner are presented or even breathed in a whisper in HIS presence. The Peace of Teheran has descended upon Capital and "Labor." *The millennium has arrived!*

The profits of the shipowners are soaring to new heights as the result of war operations. Yet, these Communist sharks have eyes upon far horizons and no longer agitate about shipowners' profits. As a matter of record they stated editorially in the *Pilot* of May 19, 1944, on page 2:

*"We recognize, too, that the industry must be operated on a sound and paying basis. WE ARE PREPARED TO WORK WITH THOSE OPERATORS WHO HAVE THAT SAME END IN VIEW." (Log's emphasis).*

In view of their plan to utilize many thousands of alien seamen on the beaches in U. S. ports after the war in competition with bonafide American seamen and equip these alien seamen *EN MASSE* with citizenship papers, grave fears can be held that they aim to make "capitalism work" by utilizing these workers to manipulate the "labor" market in the cause of the employers' PEACE-TIME EARNINGS AND PROFITS!

They will call this stabilization of the industry and their "union," and the seamen as a whole will be the victims.

This is no favor to the alien seamen they are now forcing to sign dues deduction cards as NMU members. The wages - and - conditions chart of the future is definitely downward unless the political parasites of the NMU are prevented from carrying out their schemes.

Union books and Unionism in the sense of protecting and fighting for the workers' interests have no meaning where the Communists are concerned and at work. This truth is self-evident and one that all American Seamen must understand if genuine Unionism is to survive and prevail to protect their wages and living standards:

*For Democracy is dependent upon Unionism—and the conditions of the workers upon their Unions: All are inseparable from each other.*