

Mr. Reynolds Again

AN EDITORIAL

Senator Robert Rice Reynolds is a man to remember.

Before the entry of the United States into the war he was the sponsor and leader of a native Fascist movement called "American Vindicators." Since the war he has softened his ideology but has continued to push his program.

Senator Reynolds' program is simplicity itself. It consists primarily of smashing the trade unions and all that organized labor stands for.

Since Pearl Harbor the Senator has been sounding off about this being a "War for Democracy," but this doesn't mean that he has changed his stripes and suddenly believes in Democracy. Rather is Reynolds, like some others in Congress and the National Association of Manufacturers and the United States Chamber of Commerce, sounding like a Democrat in order to hide his program.

This week Reynolds introduced a resolution in Congress which provides for the "registration" of all labor organizations. The idea of "registration" sounds innocent enough but it is, in reality, a means of hog-tying the unions and robbing them of all economic power in their struggle for better wages and conditions.

The Reynolds bill would dictate:

The qualifications of union officers.

The method of union elections.

Amount of initiation fees and dues and methods of bookkeeping.

And, in the final analysis, would give the government such influence over union affairs as to enable it to even determine strike policy.

When submitting his resolution, Senator Reynolds said, "Of course, there are a lot of differences now between labor and capital, but my opinion is that labor and capital should to a large extent forget their differences for the time being and await the settlement of them until after the expiration of this war . . ."

(Continued on Page 2)

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

VOL. IV.

NEW YORK, N. Y., THURSDAY, JULY 2, 1942

No. 22

Consider Lifeboat 'Skates' To Make Launching Easier

It is now generally known that the United States Coast Guard is seriously considering a plan which would require all merchant ships to install vertical fenders or "skates" on lifeboats. It is contended that the use of such fenders would make the boats easier to launch and save many lives ordinarily lost when a ship is torpedoed.

These proposed skates are bent wooden strips, two to a life boat, spaced about 15 feet apart, running from gunwale to the keel to which they are attached, or under and around the keel to the opposite gunwale. They fit snugly to the side of the lifeboat and make possible sliding such small craft down the side of a heavily listing ship without danger to itself and without probability of its being caught or overturned by irregularity in the ship's side.

It is being proposed that these skates be detachable so they may be removed once the lifeboat is in the water.

Statistic covering tankers show that from such ships lost it has been possible to launch only about one-third of the lifeboats available. With skates, however, it is hoped that more than two-thirds of the boats could be launched.

S.I.U. Steward Hero To Crew But Not To Shoreside Authorities

Twenty-four SIU Brothers owe their lives to the coolness and courage of Earnest Oxley, negro Chief Steward. Oxley, under almost impossible circumstances, single handedly launched a life boat after his ship had been torpedoed and one by one pulled 24 of his shipmates into it from the

waters of the Caribbean.

And yet, when the men reached a safe port, Oxley and the rest of the Steward's department had to fight like hell to keep the authorities from segregating them from the rest of the crew and sending them to a 4th rate rooming house.

But here's the story from the beginning:

At 5 o'clock in the afternoon of June 17, a large SIU freighter was attacked in the Caribbean by a Nazi sub which sent a single torpedo crashing into No. 4 hold. Many men were trapped below deck and were killed. Those above were thrown into complete confusion because of the complete lack of any direction from the officers.

Some men had been blown overboard by the explosion, others jumped over, some hacked desperately at the lines holding the life rafts . . . but none went near the life boats!

It seems that the skipper had called the ship's crew together the

(Continued on Page 4)

Panel Admits Steel's Ability To Pay Decent Wages

The citadel of the open shop, "Little Steel," this week lost the first round of its fight against union organization when a special War Labor Board panel recommended that the workers receive \$1 per day wage boost and that the United Steel Workers of America receive a maintenance-of-membership pact.

The loss of the first round is, however, by no means decisive and the steel barons are girding for a real fight when the case comes before the full War Labor Board.

While the special panel report, written by Arthur S. Meyer, representing the public and concurred in by Richard Frankenstein representing labor, supported most of the demands made by the steel

(Continued on Page 4)

Life Insurance Available Under New W.S.A. Fund

American seamen, now covered by a \$5,000 life insurance policy taken out by the operators, may buy additional insurance protection directly from the Government under a new fund being set up by the War Shipping Administration.

The W. S. A. has announced that the lives of officers and seamen may be insured in amounts from \$1,000 to \$5,000 per man. The insurance to be for any period from one to six months. The premium charge will be \$10 per month for each \$1,000 of coverage.

The following official instructions on policy application were issued by the W.S.A.:

"Where officers or seamen wish to apply direct to the War Shipping Administration, application form should state name of steam-

(Continued on Page 4)

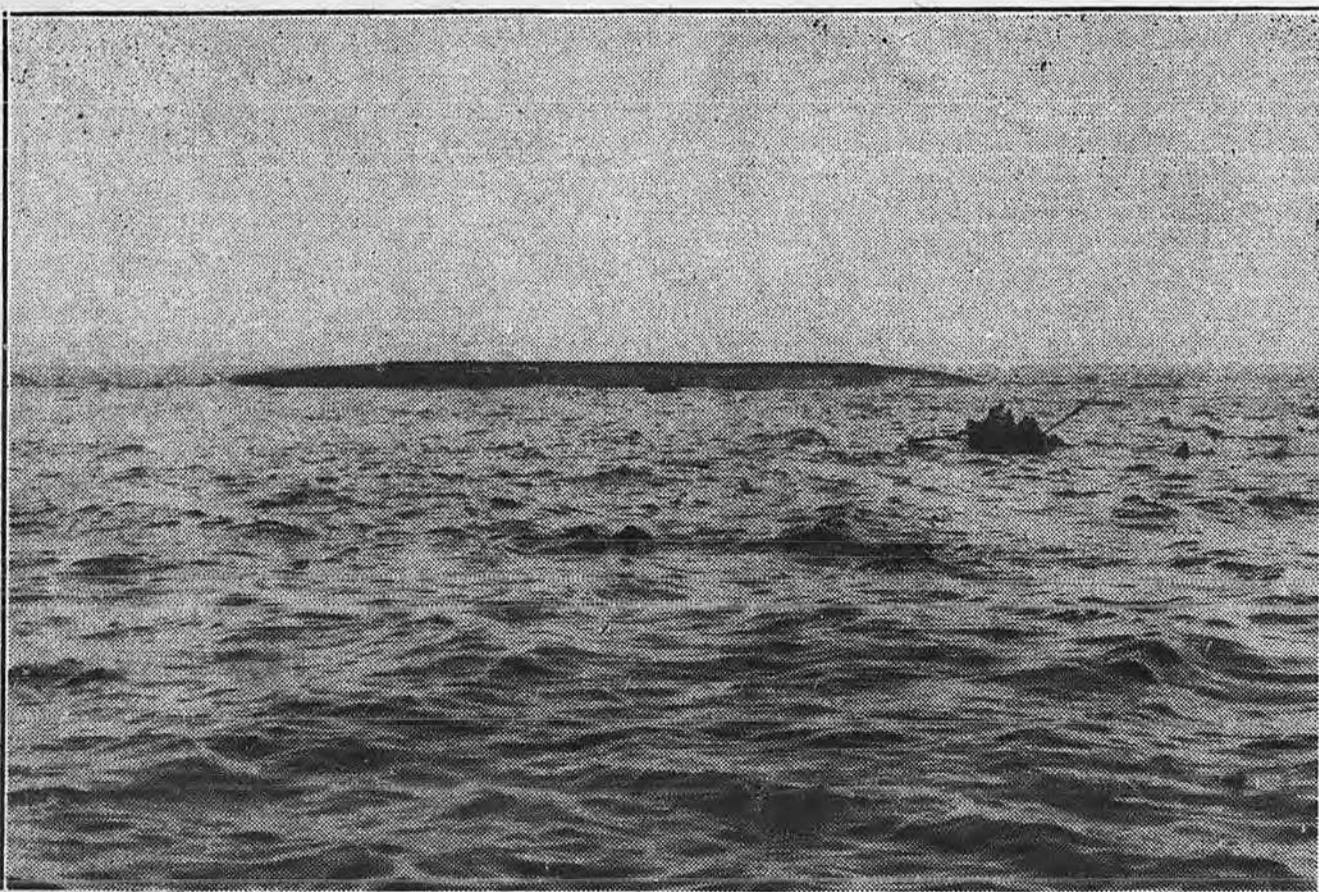
Suspect Axis Sub Base Is On Brazil's Coastline

Reports have reached maritime circles in the United States that the Brazilian Government suspects the presence of an Axis submarine base on its shores. It is thought that the base is located in the States of Maranhao.

It has not been possible to determine immediately whether submarines are operating from the base, but various reports recently are declared to have indicated the possibility that Axis raiders are hiding in the muddy waters of a river mouth along the swampy shoreline, and refueling there.

The area under investigation was an isolated delta of the Gurupy River which forms the boundary between the states of Maranhao and Para on the northern coast of Brazil. Naval and air forces

(Continued on Page 4)



THIS S.I.U. SHIP, TORPEDOED JUST OUTSIDE OF AN ATLANTIC AMERICAN PORT, CAPSIZED IN THREE MINUTES, TRAPPING THE BLACK-GANG BELOW DECK. FORTUNATELY HELP WAS NEAR AND THE GREAT MAJORITY OF THE CREW WERE SAVED. AT THE RIGHT CAN BE SEEN A COAST GUARD BOAT PICKING THE SIU MEN OUT OF THE WATER. FOR SOME OF THEM IT WAS THE SECOND TORPEDOING SINCE THE SUB WARFARE STARTED.

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

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, International President
 110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"
 P. O. 25, Station P, New York, N. Y.
 Phone: BOWling Green, 9-8346

Mr. Reynolds Again

(Continued from Page 1)

It is typical of reactionary employer groups that they launch offensives against the workers under cover of dedication to the war, and then brand labor as unpatriotic if it defends itself.

The Reynolds' resolution is now "in-committee." That means that a Senate committee will ponder it a while and, in all probability, report it out on the floor for a full dress fight.

Reynolds calls upon labor to "forget their differences" with the bosses. Reynolds' resolution hardly contributes to this end. On the contrary, it is a dramatic reminder of those differences.

AFL Wins Tax Fight

The American Federation of Labor scored two notable victories in the final drafting of the new tax bill by the House Ways and Means Committee.

First, it succeeded in knocking out a proposal to compel labor unions to pay destructive taxes on their income. This was a variation of the bitter fight which reactionaries for months have been waging against the nation's workers.

The second triumph was the shelving of a sales tax. The committee tossed this iniquitous levy into its waste basket after nearly five months of jockeying by lobbyists for Big Business to shift the bulk of the war bill from the wealthy to the backs of the poor.

The movement to tax the income of unions was inspired solely by hatred of labor and not by a desire to provide revenue for the government. Those who conceived it had in mind Alexander Hamilton's dictum that "the power to tax is the power to destroy."

Seafarers' Log-

HONOR ROLL

G. MELLFORD	\$ 1.00
W. ACKSON	1.00
CREW S. S. PLOW CITY	20.50
F. RIERA	1.00
E. GORING	1.00
CREW OF S. S. DEL SUD	22.70
J. KELLOGG	5.00
CREW OF S. S. ALCOA PROSPECTOR	22.00
CREW OF S. S. ALCOA RAMBLER	41.00
	<hr/>
	\$115.20

ALIEN SEAMEN SHANGHAIED AND FORCED TO WORK LONG HOURS FOR COOLIE WAGES

(From PM)

U. S. Immigration authorities are contributing to the United Nations' shipping bottleneck by helping to enforce sweatshop conditions aboard foreign ships.

Acting in behalf of penny-pinching European governments-in-exile, these authorities are compelling alien seamen to ship out aboard old, unsafe, unsanitary vessels for shockingly low wages. Some of these alien seamen have been virtually shanghaied.

The most flagrant case occurred last week when 100 Norwegian, Dutch, and Greek seamen were taken under armed guard to a British merchantman, deprived of their right to communicate with counsel and of their legal right of appeal, and deported to England.

The deportations — and there may be more — are aimed at warning alien seamen to ship on ships their consuls order them to board, or else.

Immigration authorities are operating on the false theory that there is a shortage of merchant seamen.

There is a shortage of seamen who will work under sweatshop conditions, or who are unwilling to take greater risks than the usual hazards of warfare. But anyone visiting the hiring halls of the various maritime unions, and of the U. S. Maritime Service, can see for himself that many hundreds of seamen are clamoring for jobs on decently operate ships, no matter how great the submarine danger.

Immigration authorities say there are thousands of alien seamen here illegally and that under the law there is no choice but to deport them. Most of them cannot be sent

to their country of origin, because these countries are occupied by Hitler.

Under a new interpretation, not yet passed upon by the courts, they are being sent to England, on the ground that England is the seat of the various governments-in-exile.

United Nations' shipping is adversely affected by this combination of circumstances in two ways: Ships ready to sail are frequently delayed by the interference of immigration officers.

For example, on May 14, a Panamanian freighter (name withheld) arrived in Newport News from New York. The authorities promptly locked up three members of the crew as aliens illegally in the country, although they had been approved at the beginning of the voyage. The ship lost two days before the men were released.

Alien seamen, anxious to do their part in carrying goods to the fighting fronts, are either barred from so doing, or unnecessary obstacles are put in their way.

For example, Sven Lund Poulsen, a Dane, was paid off by a Maritime Commission tanker March 19. His ship was drydocked, and he looked around for another ship, rather than wait for it. He was getting the necessary papers when the Coast Guard, to whom he had applied for an identification card,

told him to see the Immigration authorities. He was then detained. Poulsen was — and still is — anxious to ship out; in fact he was making arrangements when arrested. Now he's at Room 222, Ellis Island.

The simple statement of the Immigration Service that the aliens are here illegally overlooks how they got here. Many of the Norwegians and Danes were brought to New York to ship out on vessels built or commissioned here.

While American seamen were organizing, the Scandinavian seamen did the same thing, and the companies brought over scab crews to replace them.

The result was that thousands of these Scandinavian seamen were forced ashore to earn a living. Some married and bought houses. Some became skilled workers, particularly in shipyards. Some shipped out again, when they could, but their vessels, though engaged almost entirely in international trade, rarely went to their homeland as they operated out of New York.

Now the governments of these seamen demand that they return to their nation's ships, and the U. S. Government is collaborating on the squeeze play.

And unless these seamen ship out on any "rustbucket" they are told to, they are branded unpatriotic.

AMOS LANDMAN

Out of the Focs'l

by
 J. L.

Headquarters was loaded down with survivors this week. It was one round of Duplicate books and listings of brothers lost. Most of the survivors of one ship came in with shiners; they had a mix-up at a bar in Halifax. The boys were complaining about riding on the train for 38 hours without food. They don't have to worry, they can include it in their subsistence bill. Jack and Bill Morris were glad to get back. Brother Langham came in with a beard, that was a beaut. They didn't have a good word for the old man.

△ △ △

Tim O'Donoghue arrived to tell us of the brothers lost on a Haywire ship. Richard Rowan, Carpenter aboard the tub, is in the hospital. Ivo Starnadori is safe, and has decided to retire. We hope he becomes active soon. Nich Blanche is still sailing. Victor Gustafson was wondering how Frank Devlin is making out in Norfolk. John Vechio tells us he's busier than a one-arm paper hanger.

△ △ △

Bob Beattis had his leg broken when the gunner aboard his ship forgot about him as he was crouched passing the shells and swung the gun at him. Eric Moe is waiting for a job aboard a freighter. "Shuffle-along" Praetor, (the Don Juan of the older Stewards) is wondering who stole those golden slippers he bought for that gal in Harlem. Henry Harris G-64, has survived his second torpedoing. Thomas Smith, No. 1280, was also a lucky survivor. Joe Hart invited us to a party in Brooklyn. He had us acting as MC announcing his engagement to Frances Porzio. It looked like a convention of Hibernians to see all the medals being worn.

△ △ △

To Joe Flannagan . . . Cuz informed us he brought eight able seamen along with him to Philly, in order to help you crew-up those 2 ships. Incidentally, Tom Slack tells us he doesn't want to ship out of your port as you don't supply him with those dimes for beer. We would also like to know who scared the Russian Wolfhound and made him jump out of the second story window?

△ △ △

AND BY THE WAY, DON'T FORGET TO BUY WAR BONDS!

NAM SPREADS TORY TALES IN SCHOOLS

KENOSHA, Wis., June 27 — The tentacles of the National Assn. of Manufacturers have stretched into the local high school system with the cooperation of the National Education Assn., it was revealed this week by Kenosha Labor, AFL-CIO newspaper.

The labor paper stated that copies of "The Closed Shop," NAM pamphlet characterizing the union shop as a "Hitler method," have been distributed at the Mary D. Bradford high school by G. G. Browne, recently elected local vice-president of the NEA, which has started a series of joint conferences with the NAM.

When Browne handed out the leaflets in his business practice classes some of the students, whose fathers are unionists, asked why he did not present "the other side." Browne said, "there isn't any other side."

The labor paper withheld publication of the story until school closed, at the request of the students, who feared reprisals. The paper said the piece was published as "tangible evidence of the efforts made to turn the children of Kenosha citizens against the unions to which the majority of their fathers belong."

WHAT'S DOING

Around the Ports

NEW ORLEANS

By

"BUCK" STEPHENS

Not very many ships paying off here at the present time, but quite a few jobs and beefs with the new ships that are coming out quite often. Will crew up about 4 within the next few days.

We have quite a few boys out in the hospital. Had 23 book members out there last Friday. The hospital here is just about filled to capacity with men from the ships torpedoed in the Gulf and the Caribbean. Had a pretty long conversation with Kurt Gonska, No. 72-A, who lost his arm in a recent sinking in the Gulf and was pretty bad off for a few days. He's doing fine now and feels pretty good, he's even surprised himself with what he can do with one arm. He told me to give the gang his best regards and to carry on from where he left off, because he'd never be able to go to sea again. He's sure got what it takes and is taking it with his chin up. All the more power to him and his kind and let's hope that some day they will be repaid for what they have had to go through. Anyone knowing Kurt should drop him a line, it will sure help to cheer him up. He's in room No. 405, Marine Hospital.

Read an article recently by some guy that had a brainstorm wanting to put the merchant seamen in uniform so they could be distinguished from civilians. They'll probably want us to stand inspection like they do in the Navy. Just give us a higher bonus and never mind the uniforms, social gatherings, tea parties and what have you. When seamen get real scarce they'll probably give us a kind

word and a little consideration now and then, but you can bet your bottom dollar it will be to get us to sail some rust bucket and not them thinking of us as individuals.

One of our brother members came in recently from a torpedoed ship and he went to a drug store to get a tube of tooth paste, he was told he had to have an old tube before he could have a new one. It was a pity he didn't think about that when he was torpedoed so he could have gone back to get his old tube. Maybe Duke can do something about this while in Washington? But if nothing can be done, seamen will probably have to carry their tooth paste around with them so in case they are torpedoed they can get a refill when they come ashore.

I close with hopes of someone devising a means of rationing 'red tape' so we can get under way to win this war.

PROVIDENCE

By

J. E. LAPHAM

Well, things are going along pretty good here in this port. Several of the men who were in the hospital are now out and doing fine. Everybody is glad on that score but then when we read about the many of our other brothers who are not so lucky, it hurts.

The new Liberty shipyard is now going along full blast. It started Saturday, a week ahead of the regular time. It will go on a 24-hour working schedule, at present no one knows who is to get any of the ships but the Maritime Commission. I guess soon we will know, as I understand the Eastern is to get 3 ships from some yard. This will sure put this port on the map, and

also some headaches as there are never too many men hanging around. I guess the S.I.U. will have a few of the new ships that come out of this yard. The first ship comes out in 60 days and after that every 30 days.

Everybody is now rushing to get the Seaman's Passport as the deadline is almost here so the passport office is busy but the hold-up on getting them is about 3 or 4 weeks. The S.I.F. assessment is coming in fairly well as most members want to get it paid so it will go over the top.

Land Appoints Two New Regional Maritime Officials

The Recruitment and Manning division of the Maritime Commission received two regional directors this week, it was announced by the office of Admiral Emory S. Land, War Shipping Administrator. The new directors are, Guy E. Needham for the Pacific District, and Jacob Baker for the Atlantic Coast. Baker will have his office at 45 Broadway, New York City.

To Baker and Needham will go the assignment of routing all maritime school graduates onto the many new ships being built for the Maritime Commission. They will also have general supervision over the problem of manning all ships, union and non-union, and those of the foreign allies of the United Nations.

DO NOT SHIP

- GEORGE WM. ORR P7113
- HENRY GELINAS 7 C
- ERNEST J. V. GELINAS 7 C
- CHARLES D. HANLEY 7 C

PERSONALS

LAWRENCE GRAY

You have a check in Headquarters office for bonus money due you. Pick it up as soon as you can.

ALBERT J. WADE

It is important that you see the Sec.-Treas. in Room 213, 2 Stone Street, New York City.

Fraternal Greetings and Thanks

To the Seafarers International Union
Dear Sirs and Brothers:

We, the undersigned, are Canadian seamen who recently delivered a ship to Murmansk. We were returned to North America as passengers aboard a ship manned by members of your Union.

We want to say that the entire crew was 100%. They were both good seamen and good union men. They treated us very well and we want to take this means of sending to them our heartfelt thanks and warmest fraternal greetings.

- P. J. GROGAN, Fireman
- JAMES HENRY ROBERTS, Trimmer
- HARRY E. HUBERT, A. B.
- DAN O'BRIEN, Asst. Cook
- ONIAS HEFFERN, A. B.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA
ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station P Phone: Bowling Green 9-6246

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-6346
	Dispatcher's Office	Bowling Green 9-3430
BOSTON	380 Atlantic Ave.	Liberty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS	309 Chartres St.	Magnolia 3962
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	206 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1449
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	2014 Market Street	Galveston 2-8043

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

- WILLIAM SUTHERLAND Bos'n
- ANTHONY NICH A. B.
- JOHN GOURDIER A. B.
- WILLIAM MCKEE A. B.
- EUGENE DOMINQUEZ A. B.
- JESSE J. ELSHICK A. B.
- ROBERT KLINE O. S.
- HARSTEN JOHANSEN Oiler
- NIELS L. BORREGARD Water Tender
- CHARLES CROUSE Fireman
- E. BYERS Fireman
- JOHN CASSEL Wiper
- LIONEL FERGUSON Messman
- ISMAEL FILIMENO Messman
- JOSEPH McLAREN Steward
- AMOS CHISHOLM 2nd Cook
- EMERSON CHURCH Messman
- H. W. KELLY Messman
- BOBBY CLARK Oiler
- JOHN (PADDY) HEALY Fireman
- J. (SCOTTY) WEIR Messman
- J. P. CAMPBELL Fireman
- DAVID LABOY Messman
- R. MAYO Watertender
- W. HENDRICKS Steward
- OTIS LESTER Messman
- EMIL JANKE A. B.
- J. TAITE Chief Cook
- CHARLES MYERS A. B.

A REMINDER

Any member of the SIU who accepts transportation money from an operator to get to the point of debarkation of his ship, and then refuses to sign on, shall refund the transportation money to the operator and shall be fined \$25 by the union.

A member delaying a ship or quitting without notice in accordance with the ship's articles and the union contract, shall be placed on trial. If the member is found guilty of the charge, he shall be suspended for 30 days, plus a \$20 fine for the first offense; six months suspension and a \$50 fine for the second offense; and for the third offense he shall be expelled from the Union.

Adopted at Agents Conference in Savannah—Ratified by the membership.

Rules on Personal Effects:

IF YOUR SHIP IS SUNK AND YOU LOSE YOUR GEAR, YOU ARE ENTITLED UP TO AND INCLUDING \$250 COMPENSATION ONLY IF YOU HAVE MADE OUT A LIST AND VALUATION OF YOUR BELONGINGS AND FILED IT WITH THE SKIPPER BEFORE SAILING. FAILING THIS, YOU ARE ENTITLED UP TO AND INCLUDING \$150. IF YOU FAIL TO LIST AND FILE YOUR GEAR, THERE IS NOTHING THE UNION CAN DO TO AID YOU TO COLLECT MORE THAN THE \$150.

Rules on Death Benefits:

ALWAYS NAME A BENEFICIARY FOR YOUR \$5,000 GOVERNMENT INSURANCE IN CASE OF DEATH AT SEA. MANY CASES HAVE BEEN HUNG UP FOR MONTHS BECAUSE OF THE FAILURE OF A MAN TO NAME A BENEFICIARY. PROTECT YOUR FAMILY BY NAMING A BENEFICIARY!

COMPENSATION RULES CLARIFIED

The Maritime War Emergency Board has ruled that a man does not have to lose his life or be completely disabled in order to be covered by the present insurance provisions.

The loss of a leg or hand or eye "due to enemy action" also entitles a man to compensation. The following table gives a list of the amount due for various injuries.

Life	\$5,000
Both hands	5,000
Both feet	5,000
Both arms	5,000
Both legs	5,000
Both eyes	5,000
One hand	2,500
One arm	3,250
One foot	2,500
One leg	3,250
One eye	2,250

Seamen are entitled to the above sums if the loss occurs within 90 days after the injury is received.

Labor Union Front

Pegler's Boss Fires Pressmen

The Newspaper Pressmen's Union (AFL) has protested to the Publishers' Association of New York the proposed dismissals of nine pressmen by the New York *World-Telegram*, a Scripps-Howard paper which peddles the anti-labor poison of Westbrook Pegler.

Reeves H. McGillicuddy, union president, said that a special meeting of the Publishers' Association would be held this week to take up the question of the firings.

Sidney Whipple, stooge to Lee Wood, executive editor of the *World-Telegram*, refused to comment to the reporters.

Parkchester Is Hit By Service Strike

A strike of building and maintenance men employed at Parkchester, the Metropolitan Life Insurance Company's housing development in the E. Tremont section of the Bronx, was called yesterday by Local 32-E of the Building Service Employees Union, A. F. of L., after negotiations between the management and the union ended in a deadlock.

Parkchester is the largest single housing development in the country, embracing 10,700 apartments sheltering 35,000 persons. The elevators are self-service.

Local 32-E was chosen by the 435 employees of the development as their collective bargaining agency in an election conducted by the State Labor Relations Board last February.

According to John Geier, section chairman of the local, 250 men walked out yesterday after "the management refused to negotiate demands submitted in good faith."

Firefighters' Union Cows Hostile Mayor

ST. JOSEPH, Mo.—Faced by a recall movement launched by organized labor here, Mayor Phil J. Welch and city councilmen gave up an attempt to crush the A. F. of L. Firefighters' Union.

The mayor and council members agreed to recognize the union, reinstate six discharged unionists and inaugurate seniority rules in the fire department. In turn, labor dropped the recall fight.

Steel Sit-Down Spreads

COATESVILLE, Pa., June 19—The sit-down strike of open hearth workers at the Lukens Steel Company plant has spread to 225 men from seventy-five and threatens to force a shut down affecting 5,000 workers on war production within a week, it was declared today by a spokesman for the company.

The strikers report for work regularly, seventy-five on each of three shifts, but stand at their places or walk about, doing no work, it was said.

Wage Award Made In Blackout Strike

PONTIAC, Mich., June 26—Officials of the Yellow Truck & Coach Co. said today they had agreed to pay night shift workers for 20 minutes of time lost during a practice blackout, and that 11,000 strikers would return to their war production jobs tomorrow.

A local union leader described the company's refusal, at first, to pay wages for the blackout period last Wednesday night as the "last straw" in a series of grievances described as minor in nature. The company, in today's conference, consented to negotiate the remaining differences, involving seniority wage differentials and inter-departmental transfers, Monday.

Pickets who had enforced the strike since a general walkout followed a series of brief sitdowns by night-shift workers this morning were withdrawn from the vicinity of the plant as soon as word of the agreement was brought to them, police said.

During the day, the pickets had turned back office workers and others seeking admission to the plant, but there were no reports of violence.

Roger J. Emmert, vice president and factory manager of the company, said the strike brought operations of the plant to a standstill. He said all its facilities had been devoted to the production of vehicles for both the Army and the Navy.

Armistice Reached In Washington Cab Strike

WASHINGTON, June 26—The Capital's day-long taxi strike was settled yesterday when the House District Committee agreed to allow the city's hack drivers to charge present fares pending further study of the new fare system ordered by the Public Utilities Commission. The cabmen's union said the new rates, which would have been effective yesterday, would cause drivers to lose money.

Life Insurance Available Under New W.S.A. Fund

(Continued from Page 1)

ship line, vessel upon which officer or seaman is employed, amount of insurance requested, period for which insurance is requested and name and address of beneficiary. Such application must be accompanied by a certified check for premium.

"The policies issued will cover only loss of life and will not include inquiry, disability, illness or other claims."

Panel Admits Steel's Ability To Pay Decent Wages

(Continued from Page 1)

union, it constitutes only a recommendation and can be reversed by the War Labor Board itself.

This is one of the most important cases to come before the Board, since it posed the entire issue of the right of workers to increased wages to meet the increased cost of living. It appears now that the steel industry will mobilize all of its resources to fight the case and tie the workers to present low wage scales.

The panel's report placed emphasis upon the huge profits being piled up by the steel companies during this war. It exploded any pretense they might make in regard to their inability to meet the cost of the wage boosts. The report listed the following 1941 profits of the "Little Steel" group:

Bethlehem Steel	\$119,758,000
Republic	70,288,000
Inland	38,079,000
Youngstown	37,624,000

The panel's report predicted that the 1942 earnings of the steel companies would even exceed these figures. The panel revealed that Bethlehem would make six times more in 1942 than its 10 year average, Republic 13 times more, Youngstown 20 times more and Inland 3 times more.

Cyrus Ching, industry member of the panel, of course, dissented from the findings. He could hardly deny that the Steel companies could afford to pay the increase wages, but he strongly condemned the maintenance-of-membership plan which would serve to safeguard the union members from open reprisals from the bosses.

UNSUNG HEROES

Here's to the men of our merchant marine,
Whose hearts are as brave as their eyesight is keen!
They are shot at, torpedoed, and roasted in oil
But they always come back, Hitler's U-boats to foil!

They are spindle-shanked, spavined and rough in their talk,
But you don't need degrees where the submarines stalk...
You need only guts, and they've plenty of that
With their nondescript garb and non-uniform hat!

So here's a salute to that hard-fisted crew...
The army would flunk them—the navy would, too;
Out-gunned and out-motored by submarine foes
They put back to sea with their thumbs to their nose!

—N. K.

S.I.U. Steward Hero To Crew But Not To Shoreside Authorities

(Continued from Page 1)

day before for a life boat drill. In the best brass hat manner, he had announced that if the ship was actually attacked, he would shoot the first man that moved toward the life boats without orders from him.

The ship was settling rapidly after the explosion, the boat deck was awash within 3 minutes. It looked like the ship would go down taking all her lifesaving equipment with her and leaving the crew struggling alone in the water, many of them without lifebelts.

Earnest Oxley is not a young man, and he isn't a sailor. But he's been going to sea as cook and steward for many years and he could teach many a cocky kid a thing or two.

He took the situation in at a glance, the fact that the officers had farked out, the fact that many men were in the water and he knew some of them couldn't swim, and the fact that it was still possible to launch the life boat.

Oxley ran quickly to the boat. It was swung out but lashed against the ship. Oxley hacked at the lines, cutting himself in the process, and swung the boat free just as the ship listed sharply to port. The falls fell free, Oxley jumped into the boat and shoved it away from the sinking ship.

A member of Oxley's steward department, young James Battle, was in the water and had been

holding a life raft close to the ship so the older man could jump on it if he failed in launching the boat. Oxley pulled Battle into the boat, and between them they rowed around and pulled to safety all the crew in the water. 24 men climbed into the life boat, and were rescued 10 hours later by a fishing smack that saw their distress signals.

When the crew was landed at a safe port, the crew was taken to a first class hotel to rest up. That is, all but Oxley and the members of his steward's department. They were loaded into cars and taken to a 4th class rooming house which wasn't fit for the worst gas-hounds on the waterfront, leave alone maritime heroes.

Oxley immediately protested and demanded that he and his mates receive as good quarters as the rest of the crew.

It was all pretty upsetting to the authorities. Having a hero on their hands that objected to a fourth rate rooming house was something they hadn't expected. But Oxley hadn't braved a torpedo merely to be frightened by a couple of shore-side stiff... and he held firm.

Result? All the stewards department were lodged in a first class hotel, given the best of food and treatment, and returned to New York by first class transportation.

Brother Oxley had won his battle, both at sea and ashore.

Suspect Axis Sub Base Is On Brazil's Coastline

(Continued from Page 1)

are engaged in a minute search of the entire Gurupy delta region but the naval and air commands refuse to say whether a submarine base has been found.

The Gurupy delta would be roughly the center for a radius of action southward toward Natal and northward toward the Guianas, cutting the South Atlantic trade routes.

All Axis submarine attacks as well as Brazilian air force attacks and sinkings of enemy submarine have occurred in this region.

It was learned recently that there have been mysterious movements of unexplained small surface craft which were believed might be carrying fuel and food to a rendezvous with submarines along lonely inlets where trees hide the shoreline from observation.

Attacks on shipping off the Brazilian coast have diminished since the Brazilian Air Force and United States Naval Patrol planes attacked four submarines and definitely sank two late in May. No submarines were reported sighted thus far in June, but several attacks on shipping have been reported, with at least one sinking.

SAILING VESSELS PLANNED

The dire shortage of present tonnage serving the Latin American routes has brought to the fore the possibilities of utilizing schooners and auxiliary sailing vessels for commercial export shipments to South America.

The Government contemplates the construction of a fleet of 1,000 sailing schooners to carry products from Central and South America to the Gulf ports.

Government agents are said to be inspecting shipyards and port facilities in the Caribbean at the present time, and it was learned that several schooners of 300 to 500 tons are already under construction in the Dominican Republic.

Maritime Eagle on New War Stamp

The maritime eagle, official symbol of the Maritime Commission has been chosen by the Postmaster General as the basic design for the new war stamp to be put on sale July 4.

The eagle to be used will vary from the maritime eagle by the removal of the anchor and substitution of the words "Win the War" instead of "Ships for Victory."