



Atlantic Coast Convoy Announced By Navy Command

WASHINGTON, June 22 — Merchant ships plying the submarine-haunted waters of the United States East Coast are now moving in convoys protected by small, fast warships, the Navy disclosed officially today.

The convoy system has been in operation "for approximately the past 30 days," an announcement said, and although official amplification of the terse announcement was lacking, indications were that the system would be expanded as rapidly as new anti-submarine craft become available for service.

Once these craft are on hand in sufficient numbers, convoys may be expected to operate not only in coastal waters from Maine to Florida, but also inside the Gulf of Mexico, the Caribbean Sea and other areas where the U-boats in recent weeks have found numerous targets for their torpedoes.

Total announced shipping losses of the United States and allied nations on the American side of the Atlantic since the war began now stands at 290 tankers, freighters and other merchant ship types. While 130 of those vessels were attacked off the United States East Coast, 87 of the sinkings occurred in the Caribbean and 21 in the Gulf. Of the remainder, 35 were sunk off Canada and 17 off South America.

War Grafting Is Again Revealed By House Committee

WASHINGTON, June 24. — The House Military Affairs Committee charged yesterday that war contractors were piling up fortunes out of our all-out production effort.

"Evidence developed by the Committee reveals a sordid picture of excessive commissions by so-called defense brokers, huge profits by vendors, exorbitant salaries, bonuses and fees for management and related services in many War Dept. contracts," the report said.

Chairman Andrew J. May (D., Ky.) said the Committee voted 12 to 9 in favor of the report, but his statement was challenged immediately by Rep. Ewing Thomason of Texas, ranking Democratic member. Thomason charged that "not a human who voted for the report has read it." He indicated that the

(Continued on Page 4)



Dr. Seuss

Coast Guard Retreats From Its Reserve Ruling

The United States Coast Guard has reversed itself by a ruling issued this week to the effect that henceforth men who take training for unlicensed ratings or licenses at U. S. Maritime schools will not be required to join the Naval Reserve.

This reversal is not as surprising as it might at first appear. It is motivated by the simple fact that once the Government required all trainees to join the Naval Reserve, the recruits fell off rapidly.

Captain Edward Macauley, chairman of the Maritime War Emergency Board admitted as much when he said, "... we do not consider this policy helpful in obtaining the results intended."

In other words, the Maritime Commission hoped to suck a lot of merchant seamen into the Reserve and under Navy discipline. Instead of accomplishing this, the ruling merely stopped the men from applying for training in the Maritime schools.

Had the original order remained unchanged, the Coast Guard could have called merchant seamen (who had taken government training) into active service at any moment ... today, or next month, or next year.

This would have been a fine strike-breaking weapon in the hands of the brass hats in Washington.

Macauley W.S.A. Labor Chief Of New Department

WASHINGTON, June 18. — Appointment of Capt. Edward Macauley, member of the United States Maritime Commission, as deputy administrator of the War Shipping Administrations activities, nounced today by Admiral Emory S. Land, War Shipping Administrator.

Admiral Land also announced the creation of a Division of Maritime Labor Relation, which will be under the supervision of Captain Macauley.

The labor relations division will formulate the general labor policy of the War Shipping Administration, co-operating closely with other activities of the administration concerned with the recruitment of personnel and the manning of vessels of the United States and United Nations, it was said.

(Continued on Page 4)

Wage Freezing Drive Is Threatening Collective Bargaining --- Says A.F.L.

WASHINGTON, D. C.—Confronted with the united opposition of organized labor to "wage freezing," this scheme of certain government officials and employers to prevent wage increases met with a number of setbacks.

The National War Labor Board rebuffed the pay-freezers when it granted wage increases ranging up to ten cents an hour to fifteen thousand employes of five companies.

The War Production Board set machinery in motion for standardizing wages in the aircraft industry in cooperation with organized labor, which will mean increases for workers now receiving substandard pay. "Wage stabilization cannot be accomplished by freezing existing wage rates," declared the board's opinion written by Wayne L. Morse.

Meanwhile, the American Federation of Labor declared in "Labor's Monthly Survey" that the wage stabilization proposal menaces collective bargaining.

"The drive to 'stabilize' wages threatens to substitute decisions by government boards for free collective bargaining agreements, and to dictate a policy of no wage increases," the Survey said. "To stifle collective bargaining is to destroy the free labor movement in America. Is wage policy to be dictated by a government board instead of being formulated by unions and managements?"

Pointing out that "high incomes and profits are not yet bearing

(Continued on Page 4)

In Memory of These Brothers Lost At Sea

ROBERT TAYLOR	Fireman
VINCENT CASQUECENTE	Fireman
HAYWARD COOK	Fireman
JOHN BRITT	Fireman
JESSIE LOVITT	Fireman
HENRY ROBINSON	Fireman
J. MAYES	Fireman
FRANK RILEY	Oiler
THOMAS PAINTER	Oiler
ISAIAH LAWSON	Cook
GEORGE LAWSON	Messboy
DAVID HORTON	A. B.
WARNER HAYNIE	A. B.
JOHN BENNETT	O. S.
CHRISTIAN JORNSON	A. B.
S. RAPCHACK	Messman
I. NORWOOD	A. B.
ROBERT BENNETT	A. B.
WILLIAM HESTER	O. S.
FRANK FERGUSON	A. B.

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HARRY LUNDEBERG, International President
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ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

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

HOW NOT TO BOOST SEAMAN MORAL

Word has just reached us that the government is about to launch a program aimed at improving the moral of the nation's maritime workers.

And guess who is going to head this plan which will make the seamen and shipyard workers happy and courageous and full of self-sacrifice . . . our old friend Admiral Emory S. Land!

To assign Land the job of improving the moral of the seamen is certainly master-mind planning on somebody's part in Washington. There could hardly be a less likely candidate for the job . . . unless it is "Banana" Robson.



But aside from the personalities involved, what of the program itself? The program consists of a series of "inspirational talks" under the direction of Colonel C. M. Paul, a phoney Russian who fought for the Czar throughout the last war.

The Seamen are going to receive chin music! That ought to help things alright!

It's not that Land couldn't

improve the moral of the maritime workers if he choose to . . . because he could. He could adopt the following program:

No more Maritime Commission attacks upon the unions.

The respect and enforcement of existing bargaining contracts between the unions and the shipowners.

No chiseling on . . . overtime, transportation, shipwreck compensation.

Rigid enforcement of all safety regulations aboard ships.

And . . . A LITTLE NAVY PROTECTION FOR FREIGHTERS ON THE ATLANTIC COAST.

Should Land adopt the above program (instead of his "inspirational" chatter) he might see some improvement in the moral.

It's safe to predict, however, that Land won't adopt our suggested program. The Czar's Colonel will show up at the shipyards and docks and speak his piece, and the workers will listen politely . . . and wearily.

DO NOT SHIP

	Permit No.
JOHN GUDALEWICZ	7475
AUBREY L. LONG	7463
VICTOR ALEX. SMITH	6957
FRANCISCO F. BAYRON	6951
HERBERT SEABROOK	7238
ROBERT WILLIAMS, Jr.	6742
ARNOLD S. GREEN	7363
N. W. CHRISTENSEN	7451
ROBERT H. MORRISON	7543
MARION SCHLEY DAVIS	6039
EDWARD S. PARKER	7434

UNFAIR!

In New York City don't buy any Borden's ice cream products as they are produced under scab conditions. The Borden Company manufacturers the following ice creams: HORTON, REID'S, BORDEN, RICCIARDI, FUSSELL and POLAR.
The Ice Cream Drivers and Employees Union Local No. 757 (AFL) is attempting to organize Borden. Give them a hand. Don't eat scab ice cream.

society note

"The Duke and Duchess of Windsor returned to the Waldorf-Astoria Hotel last night after a week-end with Mr. and Mrs. C. Suydam Cutting at Hamilton Farms, Peapack-Gladstone, N. J."

—N.Y. Times, June 22.

Must be that the recent strike of Bahama labor against the 80¢ per day scale, is well broken . . . because we're sure that business comes before pleasure with the Duke.

Rep. Smith Fails To Oust Opponent

ALEXANDRIA, Va., June 20—When you try to exert your American right to run for office against reactionary Rep. Howard Smith of Virginia, you've really got your hands full.

It took Emmett Davison, secretary-treasurer of the AFL Int'l. Assn. of Machinists, exactly 42 days to prove to the Smith-controlled Democratic machine that his name should be on the primary election ballot this August. Nomination is tantamount to election in Virginia.

The Democratic Committee of the Congressional District, which is staffed with Smith adherents, finally admitted that Davison's petitions were in order. Earlier it had appeared that technicalities concerning the signatures of 250 citizens with paid-up poll taxes might be used to give Smith an unopposed contest for return to Congress.

"The evidence that I had met the requirements of law was so overwhelming and the people were so stirred up over the attempt to deprive them of the right to vote in the primaries, that it was impossible for the Committee to delay its certification further," Davison said.

Davison, a one-time mayor of Alexandria, has widespread support from labor and civic groups which are fed up with Smith's anti-labor proposals.

Shipowner Moves Into U. S. A. Job

Charles H. C. Pearsall, vice-president of the Atlantic Gulf & West Indies Steamship Lines, has been appointed WSA manager in the Caribbean area, Admiral Land announced this week. Mr. Pearsall is "on leave of absence" from his company.

Since the AGWI boats ply the Caribbean, Mr. Pearsall's appointment as a government shipping official for that area makes everything nice and cozy.

AGWI, in a report made to stockholders last May, revealed that its net profit for 1941 amounted to 3 billion dollars. This was an increase over the 1940 profit of 2½ billions.

REPORT FROM

Washington

By

"DUKE" DUSHANE

Duplicate Papers Are Free

I received word from Armstrong in New Orleans that the Shipping Commissioner had informed him that shipwrecked seamen would have to pay for duplicate papers.

This is not the case. I talked to the officials here and they point out that the law specifically takes care of this situation. Men that lose their papers through any kind of marine accident, in peace or war, charge. The ship does not necessarily have to be completely lost. As long as it meets with an accident and the men lose their papers.

Shipping O.S. As A.B.

The United States Coast Guard has ruled that any time a ship is being held up due to any shortage of A.B.'s, or any other rating, the Union can ship O.S.'s to fill the jobs. They can also ship other unrated men in the engine department to fill vacancies there.

The one requirement is that unrated men sent to fill rated jobs must have had previous sea service.

Out of the Focs'l

by

J. L.

Many of the members have read about the recent sinking off Boston. Adalbert Gawronski was on one of the ships that was attacked. Here is his story of what happened:

"I was in the fart-sack dressed in my birthday suit when I heard something hit the side of the ship. I called to Chico, my roommate and told him I was sure it was a torpedo. A few minutes passed and again something banged the ship. This time Chico moved and I followed.

"While on the boatdeck awaiting orders, I realized I was without trousers. Back to the focs'l I went and dressed. On the boatdeck a second time, and I had forgotten my Life belt and went back for it. In the meantime a third torpedo hit the ship. I went back aft because I wanted to get the sawbuck I left under my pillow. Back on the boat deck and a fourth torpedo had missed the ship. Still no orders from the Captain.

"Finally, when a green and red flare hit the sky, the Captain gave orders for full speed ahead. We were making 17 knots all the way and reached Boston at 4 A.M. The only ship left afloat out of a convoy of five vessels. Was I glad to get ashore? Ask me again!"

Brother Garretson and Cawles were crew members of the same ship. They both went home to get over the scare of the torpedoes. We hope the boys can continue to be lucky.

△ △ △

We wonder whether Brother Ivo Starnadori, Gene Braden and Bruce Darcy shipped out on that lucky Laker. We're hoping they're safe. Perhaps, Boston will send on that information.

△ △ △

Kenneth Murphy, after spending 6 months in the Marine Hospital getting over an infection of his stump, was lost soon after. Many of the brothers remember him from the ACADIA and what a swell guy he was. His many friends regret his loss. He was a good union man.

△ △ △

Joe Volpjan (dealer in slow horses and fast women) was telling about the evil reincarnation of some of the Gulf brothers, particularly Jim Hamers. Ollie Blake is having wife trouble. Charles Patroiker is in the Army. We have a new member, who thinks his father wanted to play a joke when he named him Cupid. There are other brothers who have more ridiculous names.

PERSONALS

JAMES GOODRICH
Mrs. Mary Martinelli is trying to locate you. Write her at 802 Ave. K, Galveston, Texas.

LLOYD McDONNELL
You have been slow in straightening up your status with the draft board. Contact them at once.

JAMES FENEL
Your local draft board has turned your name over to the F.B.I. Con-

tact them at once and straighten things out.

FRANK NERING
Communicate with your attorney in the Munsey Bldg., in Baltimore, Md. Your case is about to be settled.

JOHN WIMBERLY BRYANT
Your sister is worried about you. Write her at 17 Magazine St., Abbeville, S. C.

WHAT'S DOING

Around the Ports

NEW ORLEANS

By
"ARMY"

This has been one of those weeks when things have been very slow. If it hadn't have been for the New York wagon which we have with us I'm afraid that all the pie-cards would forget their stuff.

When and if the ships start coming in here, look out for squalls, the calm before the storm.

I hear tonight that one of the boys, an A.B. off the Carrabelle, has been called to take his physical by his draft board. When, oh when will these guys give us the office on this sort of thing before you get your uniform then start hollering. Now we will have to argue with half the office help in the selective service to get him squared away.

They are starting to throw the new ships at us down here, expecting us to say we can't furnish the men. Last week around this hall seemed like old times, men all over the place, all hands wanting to know where and when the jobs are going to show up. Next week when the jobs show up, the dispatcher will have to mount his trusty iron shod wheelbarrow and dig up the boys from the Seamen's Social Centers (Bar-rooms to youse guys).

It is stated in the Gulf here by good authority that the sharks held a convention off the Yucatan Channel. In the centre of the stage was one sorry looking spectacle. Asked what was wrong with him, why he should be sad when there was so much fresh stock in the water, he replied, "I'm the shark that tried to eat part of Casey Jones. He has become famous, all I got was sick. He consorts with the best of the City of Brotherly Love, I am too weak to follow a

ship. We should have a law."

Now I can't prove this, but knowing Bro. Jones and not knowing the shark, it is about right.

Understand we are about to reopen a beef which was supposed to have been settled. Heads up on this one and more later.

Dean et-al have headed for the coast with a smile on their lips, a beer in their (yep that's right) and the desire to catch up to where they were before the commies started hollering on their lousy frame.

Mentioned a week or two ago about the NMU pie card who was charging \$25.00 a head for replacements to ships. The only repercussion is that the gent called our Tampa agent about the lack of cooperation he displayed in having the S.I.U. men on the beach in this town, where there is no hall, ship in rotation on contracted ships without the said gent getting his cut? It would never do to name the port but do you know where the car ferries used to run from??? Tish.

Taking time from chasing the yellow pup around, and checking locally here, still believe that all members should at least look over the requirements for passports. Get your name on record as trying, even if you can't get one. This way will give the Washington Rep. something to sink his teeth into.

In case you are interested, there is no more submarine menace in the Gulf. Senator Pepper stated this himself some time ago here, so everything is under control as he said, soon, and brother this is soon.

So, till the only Senator in Washington who seems interested enough to look for any action, Senator Ellender from this State, gets some, I'll ring off claiming the slogan should be instead of "Keep 'em sailing" it should be KEEP 'EM FLOATING.

PHILADELPHIA

By
JOSEPH FLANAGAN

Sordid reports are seeping through channels, that a Calmar line torture ship is due to arrive in this fair metropolis. The mere thought of this makes us shiver with shudders. Checking past experiences with said company on voyages of but two months duration, we can anticipate a hundred fold the sufferings the crew was forced to undergo on such a prolonged voyage this tub of horrors made. Torpedoes, subs, and bombs are mild compared to the terror that faces the men who are brave enough to cross the river, let alone make a trip on some of Mr. Wirley's palatial liners. To make life more unbearable for the men, the company is obtaining some of the more modern type of iron ladies, commonly known as the Liberty ships. Give me death and not Liberty ships seems to be the favorite proverb of all those heroes who dared to brave them.

Our local U.S.O. has come to grief, due to the resignation of none other than our great destroyer of sea serpents, Brother David Casey (shipwrecked) Jones whom was delegated to function in behalf of our Local S.I.U. area on this body. After Davey had become quite a public hero via the big fish route, his social demand became eminent. However, our brave shark hunter couldn't stand the inactive, boring existence of pink tea meetings, so has decided to resume his adventurous life again. Bring us back a fifteen foot back-bone on your next trip Brother Casey, and see if you can induce our Adonis Ed March to accompany you again.

To J. L. according to your revered column I am to expect some strange faces in these yere parts. Well, so far we have only the old, old familiar weather beaten mugs, and I sure would appreciate if you would go to the wilds of South St. and round them up for me. A few new faces would please me very much (get it).

If the party that sent me a special delivery letter would resign from membership in the union we are sure that would please every one concerned. It pays to be a man.

Berlin Metal Workers Strike, Moscow Said

WASHINGTON. — "Workers in a large metal plant near Berlin struck against a 14-hour workday. They demanded shorter hours and increased food. The Gestapo arrested many, surrounded the plant and for 10 days no one was permitted out. Several workers were shot," according to a Russian broadcast heard here.

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 9-8346

DIRECTORY OF BRANCHES

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Labor Union Front

THEY DON'T LIKE HIM

CHICAGO, June 20 — If the Pure Oil Co. thought it pulled a smart trick by hiring H. V. Kaltenborn as its radio commentator, it guessed 100% wrong.

The Chicago Industrial Union Council has condemned the company's choice, and urged affiliated unions to place Pure Oil gas stations on the unfair list until Kaltenborn is removed.

Kaltenborn was one of the instigators of the anti-labor drive against labor's wage standards last spring, and his talks incited many into attacks on workers and unions.

War Aid to Seamen Is Theme of Conference

The eleventh annual conference of the National Association of Seamen's Welfare Agencies opens in Portland, Me. next Saturday and will continue through the following Tuesday. The general theme of the conference, according to R. L. McAll, executive secretary of the Seamen's Church Institute of New York, will be wartime service to merchant seamen.

The Portland Seamen's Friend Society will be host to the delegates who will represent the principal seaports in the United States and Canada. The first day's sessions will be held in the conference headquarters, Falmouth Hotel, under the chairmanship of Dr. James C. Healey, Chairman of Seamen's House, Y. M. C. A. of New York.

More Workers—More Ships

About 4000 more shipyard workers will be added to the 65,000 men at work in New York City's 25 shipbuilding and repair yards by September, according to the Maritime Commission's statistical division. Among the men needed are 700 shipfitters, 500 shipfitters' helpers, 650 welders, 400 machinists, 200 wood boat builders, 165 electricians, 150 carpenters and joiners, 100 sheet metal workers and 100 chippers and caulkers.

Howard Smith Incites Strike

WASHINGTON, June 18. — Rep. Howard W. Smith of Virginia, leading Congressional foe of labor, has precipitated a strike against the Highland Farms Dairy by members of the Milk Drivers' and Milk Employes Union.

On Smith's advice, Y. Stephens, head of the dairy, has refused to renew a closed-shop agreement with the men in defiance of the War Labor Board's policy of preserving closed-shop contracts where they already exist.

Eugene Hubbard, secretary-treasurer of the union, has been told by Stephens that Smith, a dairy farmer himself, advised against a renewal. Asked about this, Smith told Fred S. Walker, manager of the AFL's publication, the *Trade Unionist*, that he had "advised everybody from the Atlantic to the Pacific not to sign a closed-shop agreement with any union."

SLRB OKs Woolworth Unit-Unionization

The State Labor Relations Board has ordered an election to determine the collective bargaining agency for employes in two stores of the F. W. Woolworth & Co. chain.

At the same time it denied the company's contention that any election should take in all the employes in the chain's 126 New York City stores.

It upheld the stand of the Variety Store Employes Union, Local 138A, AFL, that each Woolworth store is a separate unit, since the store manager has the right to hire and fire, can fix wages and is checked only infrequently by the central office.

The employes of the two stores, at 1951 and 2222 Broadway, will vote within the next 20 days.

NOTICE Crew of Alcoa Pioneer

Two hours overtime is due all unlicensed members of the crew who paid off June 22, 1942. Collect at any Alcoa office.

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!

War Grafting Is Again Revealed

(Continued from Page 1) nine minority members would file a dissent.

May, however, justified the report by noting that the vote on it represented a compilation of the votes by the individual members in the subcommittees which prepared the final statement.

The majority report recommended that the Secretary of War:

Tighten supervision over all accounting and auditing.

Enforce prohibition of excessive commissions on cost-plus-fixed-fee contracts.

Review and adjust management fees paid to big corporations.

Require all people retained or employed to obtain war contracts to file monthly expense accounts with the War Dept.

Macauley Is New WSA Labor Chief

(Continued from Page 1)

In his new capacity Captain Macauley will be responsible, on behalf of the War Shipping Administration, for maritime labor relations and for the training and recruitment of personnel for the manning of vessels operating within the jurisdiction of the War Shipping Administrations, activities which will aid in co-ordinating wartime shipping operations of vessels of the United Nations.

During the last war, Captain Macauley was engaged in duties with the Office of Naval Intelligence.

Hubert Wychoff has been appointed director, and Erich Nielson, assistant director, of the new division. Mr. Neilsen has been assigned to attend as observer the Joint Maritime Commission of the International Labor Office to be held in London.

Wage Freeze Threat To Collective Contracts Hit

(Continued from Page 1)

their fair share of taxation," the Survey said the scheme to put a lid on wages "is unfair discrimination against labor," adding: "Is this a plan to force labor into a subordinate position in the American nation? What is the basis for thinking the millionaire will spend his income for anti-inflationary purposes and that wage earners cannot be trusted? Are only the rich to be allowed to manage their lives and incomes?"

"War industries are operating with large margins and big profits and unless collective bargaining gives a fair share to all contributing to production, an ingrowing sense of injustice begins gnawing on the will to cooperate. Inflation is not prevented by limiting the amount of money going to wage incomes. If wages are taken out of

the field of negotiations between employer and employes, what will be left to collective bargaining when its most vital element is gone? To destroy collective bargaining is to strike at the heart of democracy in this country. It must be kept intact for the future.

"The danger of inflation which threatens every worker, every family, is a very real danger. But the answer is not to impose a wage ceiling and hamstringing collective bargaining. The answer must be full rounded, including all groups.

It involves the use of income, not its acquisition.

In the meantime the House Ways and Means Committee rejected the recommendation of President Roosevelt and Secretary of the Treasury Morgenthau that no citizen be permitted to retain for his personal use an income in excess of \$25,000 a year and no man and wife more than \$50,000 after all state and local taxes are deducted along with 15 per cent for debts, insurance premiums or investment in Federal securities.

Colored Trade Unions Recognized By South African Government

LONDON — The Ministry of Labor of the Union of South Africa will now recognize the trade unions of colored workers, according to an official report received here from Johannesburg. The importance of the decision which Mr. Madeley, the Minister of Labor has handed to the South African Trades and Labor Council may be judged from the fact that between 80 and 90 per cent of South Africa's unskilled labor is among the colored population. Previously the right to collective bargaining had been restricted to white workers, but under the new plan it will be available to all.

N. Y. COAST GUARDS GIVE 700,000 PASSES

The Coast Guard's identification card system, which was placed in effect more than a year ago by Captain John S. Baylis, United States Coast Guard, Captain of the Port, already has grown beyond the peak volume of the identification system in effect in the last war, it was announced last week.

Since the first one was issued, about 700,000 persons have applied for the cards, which bear the holder's photograph, his fingerprints and other identifying data. In the last war about 500,000 were issued.

Sea Otter Again Enters Transport Picture

WASHINGTON, June 22—The "Sea Otter," revolutionary type cargo vessels once heralded as the answer to the submarine menace and then declared impractical, came back into the war shipping picture today.

Senator Brewster (Rep., Me.), member of a Senate committee which interested itself in the experimental ship, said a new design had proved satisfactory in tests and that a number of the vessels would be built by lend-lease authorities.

However, plans have been abandoned for trans-Atlantic use of the ships and their sailings will be confined to coastwise and South American trade, he said.

LAKES SIU WINS NLRB ELECTION

The National Labor Relations Board election, held aboard the McCarthy Great Lakes Fleet as these ships hit the port of Buffalo, left no doubt in anyone's mind as to who represented the seamen. 96% of the ballots cast were for the S.I.U.

Prior to the election, the company made every effort to sabotage the union drive and barred all SIU agents from the ships. The organizing work had to be carried on entirely from the docks.

Negotiations for a signed contract are scheduled to start next week.

Editor's Mail Bag

I got a beef which I wish you would spread before the esteemed Brothers. The pie-cards are supposed to take the heat but sometimes things get to be too much.

A word to the wise is often time sufficient, that is for everybody but a seaman. He doesn't take anybody's advice . . . and that's OK too, except some times he gets in a jam because of it.

We have been telling you guys for some time to take care of all details on your draft boards, passports, bonuses and clothing allowances . . . and just what have you

done about it? In most cases nothing!

Maybe it's the old sea act, "Oh, let the patrolman take care of it."

In this case, however, the patrolmen can't take care of it. These duties have to be performed by yourselves . . . or not at all. No one can make out your list of personal effects. No one can register for you at the draft board. No one can get your passport for you. You have to do these things yourselves. So get the lead out of your dungeons.

HARRASSED PIE-CARD

HAPP'NINGS AT HEADQUARTERS

By HARRY COLLINS

I boarded one of the new Liberty ships in Brooklyn the other day and it sure looked like the last word. That is, it did at first. But after taking a more careful gander, one could see a few flaws here and there.

The ship features the most beautiful cargo holds that you could want. But on the other hand, I could not find any place where a man could scrub his clothes. Another feature, and I'm not exaggerating, is that the combination washroom and lavatory is certainly not made for comfort. The door is located in the middle of the room which is about 8 feet long and 2 1/2 feet wide. When you decide to sit on the throne you have to pull your knees up as close to your body as possible. Even then you can't open the door to let anybody else in the room without getting off the throne. Then if you want to wash your hands you actually have to step outside to let the other fellow get behind the door. This is a hell of a situation for any of the boys that might get caught short. It certainly won't make for harmony among the crew on a long trip.

Another thing about these rooms are that there is little or no ventilation. They are amidships closed in running fore and aft and there is no chance of a breeze getting to them.

The sailors and firemen finally got the quarters amidships, mostly

four bunks in a room, running throughships with about 2 feet of floor space between the bunks.

A feature of the ship is that the galley is right smack amidships, with one entrance in it. One side of the galley is made of heavy wire mesh that can be opened up so as to pass the swill. When the cooks want to work they are standing all over each other because there is hardly room for them to turn around in.

I went below and looked the ice box over. They were the usual medium sized affairs, not too big surely for the long run that the Liberty Ships will take. But I supposed the designers figured they would be OK for the coastwise runs after the war.

Another colossal feature of this stupendous engineering feat is that the officers' dining saloon has no pantry attached so that the messman has to bring the dirty dishes way back to the galley.

We took a gander aft where the Gun Crew was berthed. They had the best quarters of all. They also had the customary 4 bunks in a room, but they had a little more space in them.

But getting back midships again, getting the smell of the cooking and the small poorly ventilated lavatories and the closed in passages with the doors closed on account of black-out regulations . . . well, all we can say of the Liberty ship is that she sure had Be-a-autiful cargo holds.

Seafarers' Log-

HONOR ROLL

S. S. GEORGE WASHINGTON	
Steward's Department	\$ 7.50
Deck Department	10.00
S.S. ALCOA PIONEER	4.50
S.S. ROBIN TUXFORD	14.00
	\$36.00

Longshoremen Demand Wage Increase

CHICAGO, June 18 — R. A. Walton, vice president of the International Longshoremen's Association, said today that his union's demands for a pay increase of 10c an hour and a weekly work guarantee of 32 hours for dock workers on the Mississippi River system has been submitted to the War Labor Board.

Walton said the dispute had been turned over to W. L. B. after negotiations for a new work contract

embodying the two changes had failed. Firms with which the new working agreement is sought are the Federal Barge Lines and the Mississippi Valley Barge Line Co.

During the negotiations, a strike vote of the union's membership was taken, but the results were not announced. Walton said he would try "every means" of settlement before a walkout would be considered.