

OLD AND NEW WLB HEADS DISCUSS JOBS



William H. Davis (left), who has quit the chairmanship of the WLB to succeed Fred M. Vinson as Economic Stabilization Director, discusses WLB problems with Dr. George W. Taylor (right), who succeeds him as the head of WLB.

Hawk Sees Conference Improving Service To Rank & File Members

By JOHN HAWK

We have had with us for the past week, the Agents from all our Branches, with the exception of our San Juan Agent. These Agents are attending a general conference for the purpose of considering post war problems that the Union will be confronted with. These problems are:

1. Setting up the structure to establish a concrete educational program for the membership of the Union, in view of the fact that we have joined into the Union many young members who are not familiar with seamen's union movement and unionism in general.

2. Setting up of an organizational program in order to increase the number of jobs now controlled by the Union, by concentrating our efforts to organize companies that are unorganized and secure contracts with job control.

3. The purpose of this conference is to also afford an opportunity for the newly elected branch Agents to meet one another and discuss the problems that the Union is confronted with and to formulate a program and policy in order that they may be able to coordinate their efforts, thereby giving the membership better representation.

4. To discuss the advisability of opening additional branches on the Atlantic & Gulf Coast and also the advisability of sending representatives out on the Pacific Coast for the purpose of effecting better representation to the membership.

5. To overhaul the Constitu-

tion and Shipping Rules, if necessary. To bring forth recommendations to the membership. All proposals will be put to a referendum vote of the membership. (Continued on Page 7)

\$25,210 Is Collected On Falsified Ship's Log Beef

That a militant crew, plus competent shoreside representation by experienced Patrolmen can force the shipowners to pay legitimate overtime—even when the ship's log has been doctored to keep the wages down—was proven again this week when the Eastern Steamship Company finally made out pay vouchers to the tune of \$25,210 disputed overtime for the crew of the SS Lou Gehrig. The Gehrig paid off in New York almost two

FINAL NOTICE FOR UNCLAIMED BAGGAGE IN N.Y.

The baggage room in New York is full of unclaimed baggage that was moved over from the old offices on Stone Street. Some of it has been lying around the hall for over a year. It is necessary to move it out in order to make room for current baggage checked by the men on the beach.

All unidentified baggage that has been around for 8 months or more will be disposed of at the end of this month. Claim your gear at once if you have any around.

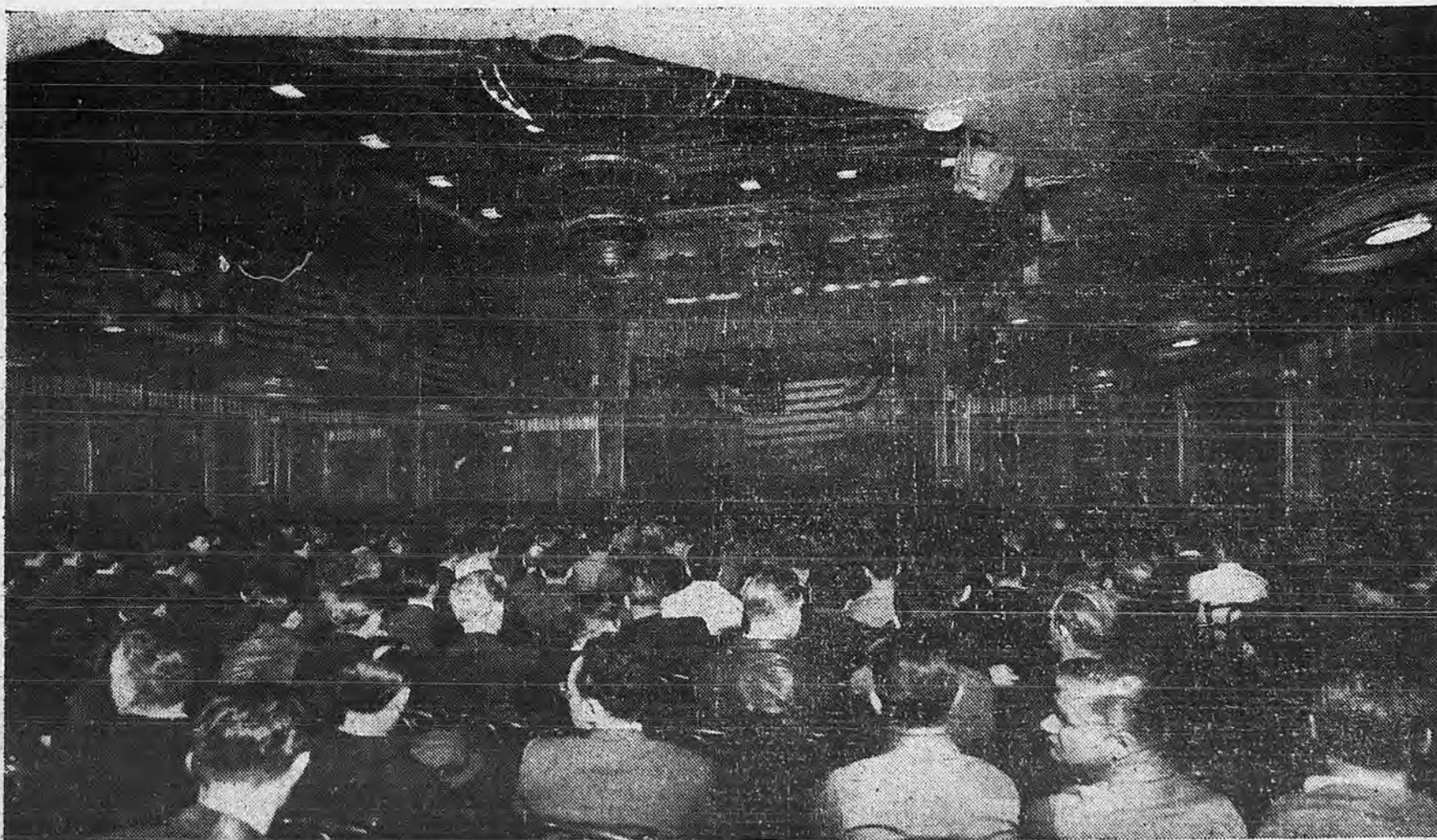
months ago with the official log being made out in such a way that all the overtime turned in appeared phoney. Work listed as done in port would be dated when the ship was at sea (according to the log). Naturally, the company took the position that the crew was merely making a racket out of the overtime, and at first refused to pay any of it. However, the crew stood fast, and was supported by the New York officials. Before long the mates broke down and admitted that they had falsified the log in order to throw some of the unlicensed overtime to themselves. The Mates are now on trial before the Coast Guard.

The record of overtime kept by the various departments was so carefully entered that the company agreed to rewrite the ship's log from the Deck Department overtime.

Last week New York Patrolman Jimmy Hudson, ship delegates George Masterman, George Kara and Robert Griffist, went to Boston. There, with Boston Patrolman Jimmy Sweeney, they went to the Eastern SS office and set up the overtime which is now payable in New York.

If the crew had not stuck together, or if they had not received full support from their shoreside officials, or if there had not been cooperation between the various SIU branches involved, the Eastern Steamship Company would have been 25 grand to the good—and the men who earned the money would have been just that much poorer. The SS Lou Gehrig beef is a lesson in cooperation — cooperation which means money in the pockets of the men who earned it.

WEBSTER HALL IN NEW YORK HOLDS RECORD SIU MEETING



Symbol of the rapid growth of the SIU is the gigantic meetings being held these days by the New York Branch. It was only six months ago that we crowded into the 6th floor at 2 Stone Street. Now, however, even the new building at 51 Beaver won't hold the men ashore on meeting night. Above is a general view of the Grand Ball Room of Webster Hall during the meeting last Wednesday evening. Over 1200 men attended.

SEAFARERS LOG

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SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	51 Beaver St.—HAnover	2-2784
BOSTON (10)	330 Atlantic Ave.—Liberty	4057
BALTIMORE (2)	14 North Gay St.—Calvert	4539
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PUERTO RICO	45 Ponce de Leon—San Juan	1885
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The United Mine Workers

By HARRY LUNDEBERG

In an effort to secure better working conditions in that most hazardous of all occupations — coal mining — these union brothers, the United Mine Workers of America are at present in negotiations with the mine operators. It is a well established fact that the mine workers have the hardest and most dangerous work of any industry; casualties in the mines will show they have the highest rate of any industry and they are the lowest paid; they are certainly entitled, by any humane standard, to an adjustment of these conditions.

But what do we find, when these workers go in for a "New Deal" for the miners? A vicious campaign is launched against them; it is being conducted on a nation-wide scale by all the tools the coal barons can muster, including many "New Deal Bureaucrats" in Washington; the flunkies of the kept press, and their fellow-travelers the "Totalitarian Liberals" breathing their hot air over the radio, and joined by their scab-herders, the "Communist" snoopers. They profess to attack John L. Lewis—insinuating that he is unpatriotic; that he is a would-be dictator, and in short they are using any phoney line that they think they can peddle for their masters, the coal barons. The truth of the matter is they are doing their dirty work, and they are getting paid for it,—and nobody is fooled.

The United Mine Workers elected John L. Lewis to negotiate and represent for them. They need a tough man, and a smart man, and one who will stand up to just such a poisonous barrage as they are subjecting the mine workers to now. No one can deny that the mine workers are 100% behind John L. Lewis.

One of the more notorious of the radio "hot-air" artists, a character who has earned his living by snooping and delivering tid-bits of gossip about the dear girls and boys of the wonderful world of Hollywood—and Broadway—and who earns his money by being nice to the mis-fits who occupy the night clubs of New York—and who probably has never done an honest day's work in his life, presumed upon the tolerance of the American Public the other night

when he, too, joined the chorus of scab-herders and union busters of the Totalitarian Phonies, by adding his two-bits worth to the attack on the mine workers. And believe me, it was only worth two-bits, too!

This character is now back into his own Broadway Zoot-Suit. The heat got too much for him when he was parading around in a so-called Navy-Lieutenant Commander's uniform, and public opinion revolted against such doings.

"Windy Walter"—said nothing about the "leadership" of the United Automobile Workers (CIO). No heat is put on them because they're down in Washington, licking the boots of the "Totalitarian Liberals" who now infest practically every Government Agency in Washington, and why should "Windy Walter" condemn these so-called CIO leaders? Because they are donating the workers' money to elect some of these phonies, but in return never get a thing for the workers but a lot of hot air and false promises.

If the leadership of the American Labor movement had any guts, they should come out NOW, 100% behind John L. Lewis and the United Mine Workers in their fight for their rights! It is the duty of the American Labor movement to stand behind the mine workers in their fight. They have a JUST fight!

"A Heavenly Match"



Little Steel pay formula must be kept now, WLB public group says as AFL and CIO members of Board sharply dissent.—News Item.

—Justice

Requiem

Down along the water front
Propped against a shed
Stands an object of crystal beauty
Its past romance is dead.

From its symmetrical head to its shining base
There skirted a paper gown
With the likeness of a hero
Whose exploits are world-renown.

It once held powers to love and hate,
To kill and to forget,
It could also conjure images
Of beasts no one has met.

It could create a desire to love our foes
And some of our friends to throttle;
Now, alone and foresaken is the object of my prose—
Just an empty whiskey bottle.

THEODORE WATSON

600 LONGSHOREMEN STRIKE AT BOSTON

BOSTON, March 19 — About 600 longshoremen went on strike at the Army base and Castle Island Terminal of the Army Port of Embarkation here today, refusing to load ships with overseas supplies in a dispute over the use of tractor-trailer units. The International Longshoremen's Association, AFL, contended the tractor-trailer operation was hazardous.

Soldiers, stationed here for training in stevedoring work before going overseas, were used to load the ships.

The Army said the men refused to work when the tractor-trailer units were put into operation to carry cargo to the sides of two ships at Castle Island.

Cargo previously had been carried to all ships by industrial fork-lift "chisel" trucks, which are acceptable to the union, the Army stated. It added that the tractor-trailer operation was used only when a sufficient number of fork-lift trucks were not available.

After an all-day conference of Brig. Gen. Calvin De Witt, Jr., commanding general of the port, and union officials, it was announced that General De Witt has agreed to resume fork-lift truck operation by borrowing such trucks from other work pending arbitration of the use of tractor-trailers.



Buying Uniforms Is A Sucker's Game

By PHIL CONLEY, SUP No. 2910

One of the easiest form of regimentation and one which is most pleasing to those to be regimented, is the use of the uniform. The average un-suspecting civilian will readily don a recognized uniform when given the slightest opportunity or permission to do so, even if it entails digging down in his own pocket and paying the ridiculous prices set by racketeering tailors who are making a killing at this game.



A permanent example of this situation is found in any public parade which is the favorite vehicle used by uniform-crazed organizations, lodges, and crackpot flag-wavers, to display themselves as strutting peacocks in get-ups ranging from Salvation Sals to Admirals in the Portuguese Navy.



With the war came a new mania for uniforms. New auxiliaries were formed in every branch of the military services. In recruiting for these new branches of service much stress was placed on the smart uniform which went with that particular branch, thereby playing upon the age-old desire to wear a uniform. This would not be so bad if they could put the same stress on the wages that were to be paid.

It is at the point now where it is no longer possible to identify the conglomeration of nondescript get-ups that is met every day on the streets. The sad part of all this uniform-craze is that the civilian working for private interests, operating for private profits, is also being sucked in. Such is the case of the newcomers in the merchant service.

Clothing and tailor shops in all the seaports have cooked up certain uniforms and rating insignias for the entire unlicensed personnel. Before the war, these same land-sharks were robbing the seamen of their hard-earned money for furnishings worth half the price they charged them. And in the past these same people refused credit to seamen on the bricks during strikes, because the strike kept them too busy furnishing the scabs.

A merchant seaman is no more entitled to wear a uniform than a shipyard worker or any other defense worker. Both are civilian workers, working for a private company with interest only in the profit to be derived from its operations.

No real merchant seaman can find one reason to wear a uniform. The reasons given by those who do wear them are merely subterfuges to hide their underlying vain-glory and their desire to give the impression they are something which they honestly know they are not. Some of these animals give the excuse they need the uniform to get bus and train tickets or they need them to hitch-hike on the highway.



A merchant seaman does not need a uniform to get a train or bus ticket; all he has to do is produce his papers and discharge at the ticket office and he will be given the proper priorities. In the case of the hitch-hiking animal it might be well for him to bear in mind that union seamen are fighting to maintain wages in the industry and it has not come to the stage yet where a seaman can't pay his way on the train. A real seaman who is broke can still get where he is going without the aid of a phony uniform; he has before the war and will during and after the war. The famous boxcar sailors would never think of stooping so low as to put on a uniform for the mere purpose of getting a ride somewhere.

The uniform throughout the world has been used by all nations as a take-off for regimentation and gradual and unsuspecting build-up to the militarization of the peoples involved. This places the innocent peace-loving citizens in the position of mere pawns to be used at will by the power craving war lords, whenever they think the time is right to atke over some smaller and weaker country.

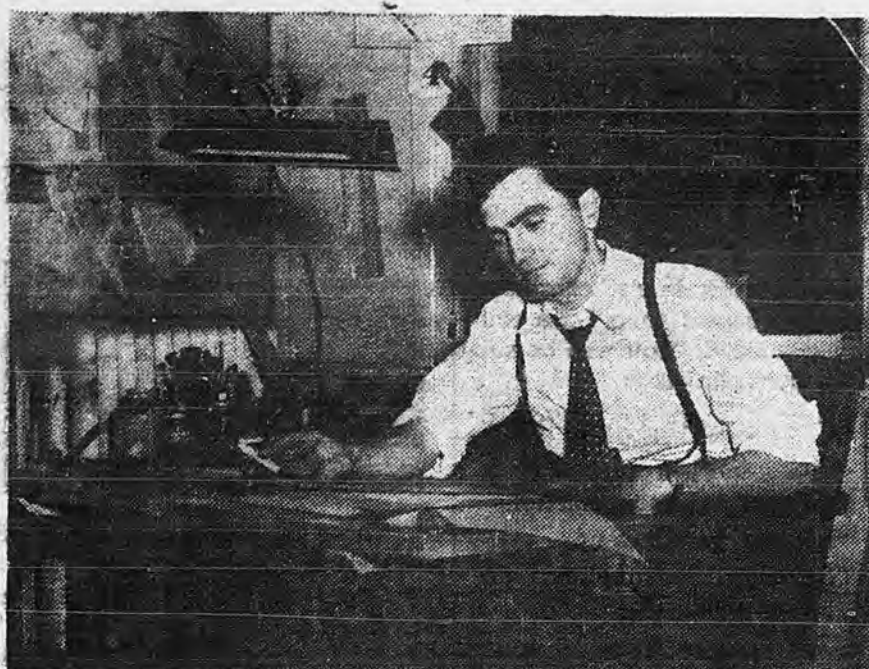
It is a known fact that an otherwise intelligent and self-reasoning person is entirely changed once he is given a uniform. He will take orders and execute orders and endure the strictest discipline, which he would otherwise have never have dreamed of doing.



Hitler recognized the importance of this angle of regimenta-

PROMINENT LABOR CARTOONIST TO DRAW FOR SEAFARERS LOG

LOG CONTRIBUTOR AT WORK



Here is Bernard Seaman at his drawing board about to pillow with pen and ink some profit swollen employer. The demand for Seaman's cartoons is such that it would take 10 men to supply them. The LOG is proud that it has been chosen as one of the few outlets for his work.

8 Days Before Miners' Strike Deadline; Lewis Holds Firm

Both operators and miners are now admitting that despite almost continuous conferences over the past weeks, labor and management are no where near a settlement of their wage dispute. In Washington, where the negotiations are being conducted at Hotel Shoreham, observers say that the atmosphere is getting "explosive."

The present contract expires only 8 days from now—on March 31 at midnight—and the slogan of the United Mine Workers is "No contract, no work."

The union has already filed notice of its intention to strike after the contract expires, if no renewal is negotiated. The NLRB is preparing now for the holding of a strike vote in the coal fields, as provided under the Smith-Connelly Act.

As yet the government has given no indication of whether or not it intends to step in and seize the mines as it did last year when the operators sabotaged the process of collective bargaining. At

tion in organizing his storm troopers; even to the extent of issuing fancy uniforms to induce the youth of Germany to join the youth camps of the storm troopers. Japan is another example of early use of the uniform in regimentation of the youth of that country and in training them in obedience to the military dictates. The young school children attend school in semi-military outfits with a uniform cap and the Japanese star and in place of a school-bag they have military knapsacks on their backs for their books.

It would be well to consider

the Labor Department it was said that the Government might step in if management and labor continued deadlocked.

Meanwhile, President Lewis of the UMW, branded the employer anti-labor propaganda as "inflated, distorted and false."

SIU-SUP Conference In Chicago Now On

Atlantic, Gulf, Pacific and Great Lakes Agents of the SIU and SUP are meeting this week in Chicago for the purpose of laying post war plans for the International. Out of the conference will also come proposals for closer cooperation between the Districts.

A full report of the Joint Conference, as well as the Atlantic and Gulf District Conference held in New York last week, will be printed in future issues of the LOG.

these angles before any of you would-be Admirals pay out your hard-earned money for these cloaks of regimentation. If you cannot control this craving for a uniform I would suggest you go to the nearest recruiting station and they will furnish you, free of charges, a uniform you will be entitled to wear.

Also don't forget there is no such animal as a "merchant marine." If you try to impress people with this title, they will be asking you where your U.S. Marine's uniform is and where is your rifle.

One of the country's top-flight labor cartoonists, Bernard Seaman, will contribute cartoons and illustrations to all future issues of the *Log*. Seamen is probably the most discussed labor cartoonist in the country, and his work has appeared in all of the larger AFL papers, as well as in the *New York Post*, *Baltimore Sun*, *St. Louis Post Dispatch*, *PM* and others. In addition to his vast output of individual cartoons, Seaman has been drawing a syndicated weekly panel called "The March of Labor," which is published by 105 trade union papers.

It was during the depression year of 1934 that Seaman's considerable talent was first discovered. He painted picket signs for the International Ladies Garment Workers Union. The signs he produced were so effective that after the strike ended he was appointed staff cartoonist for *Justice*, official organ of the ILGWU. He has held this post for the past 10 years.

Aside from Seaman's regular contributions to the *Log*, which appear throughout this issue of the paper, he is illustrating the SIU booklet entitled "Here's How, Brother," which will be off the press in the near future.

Honor Roll

MV Sankaty Head	\$92.00
SS Tristram Dalton	58.00
SS Panama City	33.00
C. Bently	25.00
SS Alfaro	22.00
W. R. Carlson	20.00
E. Norton	18.00
SS August Belmont	16.00
Charles Urgitus	16.00
SS Sarazen	14.08
F. C. Dubby	14.00
Samuel Griffin	13.40
SS A. S. Clay	12.70
E. C. Peirtaske	12.00
SS Robin Tuxford	11.50
J. Blaine	10.00
SS Frank C. Emerson	11.00
Fred Hethcoat	10.00
SS A. Pickens	8.85
G. R. Wail	8.00
M. C. Fulks	8.00
SS R. Fechner	7.00
G. Eastman	7.00
R. Riola	6.00
MV Yaquima Head	6.00
C. T. Duncan	5.00
Ramond Ratoff	5.00
C. Patraiker	5.00
Thomas Murray	4.00
SS Babcock	4.00
J. H. Woodington	4.00
James Minstock	3.00
F. Hall	3.00
F. W. Henderson	3.00
C. Baggs	3.00
SS Treat	3.00
SS B. Gwinette	2.00
W. G. Manning	2.00
P. Gibbs	2.00
R. Pierce	2.00
William Harding	2.00
N. H. Lindsjo	1.00
Rees	1.00
Emmett Garcia	1.00
J. H. Cronin	1.00

Crew Of Marina Refused Workaway

By JOSEPH E. GELINAS
(Ship's Delegate)

After you read this communication I hope that you brothers will benefit by our experiences. For we survivors of the SS Marina sure got around and sure got kicked around after we lost our ship last January.

According to the public press we seamen are doing a good job. That's true, but at the same time the WSA and USS are giving the public a lot of false propaganda about how well they are treating us. If you don't believe it, listen to what happened to us.

After our ship was hit by two mines we were rescued by a Navy escort. Once we landed on the beach we were transported to London in a Navy Dispensary. We received the best greetings that a seamen can expect. I quote one of the Navy medical officers; "What the hell do you want to come in here for and crowd up this place." That was our greeting when we arrived all schooner rigged and two men injured.

After seeing what we were up against, we walked out and waited in the cold for two hours before we got a truck to take us to a USS club. We spent a couple of weeks in various clubs until the WSA found a ship on which to send us home.

On Feb. 1, 1945 we were put aboard the SS Argentina. We were given living quarters in

the prisoner's compartment, where we were also treated as such. We were given strict orders by the Troop transport commander concerning what he expected from us. What he meant was that we were not to be repatriated as passengers, which is the right of all torpedoed seamen, but as work-aways. We were expected to do forced labor in order to get home.

"If this work is not completed in the prescribed time," the commander snarled, "you will be subject to the following:

"Cut out of the chow line.

"Pay stopped.

"Subject to court-martial.

"Locked in quarters.

"Restricted to one cup of water a day."

Do we seamen have to accept these conditions? I say we don't. And aboard the ship we said that we did not intend to do any soogeeing, or other work laid out for us, because we were union men and intended to live up to our rights.

None of us were cut out of the chow line, or court martialed, or anything else. The Brass Hat, soon found that he couldn't intimidate us, and so he let us alone. All torpedoed men must remember that they won't get anything on a silver platter—you gotta fight for your rights!

French Seamen's Union Forms New York Section; Affiliated With The ITF

(ITF) — The French seamen, meeting in a general session in New York recently, unanimously elected the following union officials: Jean Laurain, general secretary; August Cren, secretary; Louis Batut, treasurer.

The International Transport Workers Federation has given its full support in the establishment of the New York Section of the French Seamen's Union and has given the new section an office in the I.T.F. headquarters at 5 Beekman Street.

Mr. Jean Laurain, who is 31 years old has been very active and successful in the reorganization of the French seamen, first while sailing on French ships as a delegate of the union and recently while on shore leave in New York. Militant trade unionist and officials of the I.T.F. feel certain that he will be a great asset to the French Seamen's Union.

A tremendous amount of work is cut out for this new section. Chief problem facing these workers, is the proposed transfer of new ships built in the U.S. to sail under the French flag. Of equal

importance is the fact that most French seamen sailing out from New York have had practically no contact with their central union since the war began, thus creating a situation where many questions remain to be settled and adjusted.

The I.T.F. offers its congratulations to the new section and "wishes the new general secretary the best of luck in the difficult tasks he will be called upon to execute.

"We have no doubt that Mr. Laurain will succeed in doing a good job to the benefit of the French seamen calling at New York and for the benefit of the French Merchant Marine in general. The Section can continue to count on the active cooperation of the I.T.F.



These repatriated SIU men stood firm against all intimidation aboard the repatriation ship, and are shown here when they met together in the New York hall to figure the wages due them from the shipowner. (Left to right seated) John Kozar, Wiper; Harold Reese, OS; Joseph Gelinas, Oiler; Art Kaefer, Oiler; John Kinney, Wiper; (Left to right standing) Pat Daugherty, Oiler; Victor Carlson, OS; C. Thompson, 2nd Cook; Slim Geiberson, OS; James Meeks, FW; Gene McNeely, Utility; Joe Barringer, FW; George Dingle, Galley Utility and Antohn Alvarez, FW.

Editors Mail Union Has Responsibility For Members While Ashore

By WM. McKAY

I have attended a number of conferences where the welfare of the seamen and our union were concerned. But the Agents Conference which has just ended in New York City was the most constructive I have ever attended. If the welfare of your Union is to be considered above individual problems, then we must eliminate individual problems for the good and welfare of the majority.

There are a great many individual problems which confront the seamen which do not come under the heading of union activity, and the member concerned is in need of advice and help. This type of service should be rendered our members by the various branches. At the present time this is the policy of the Port of New York which has set up a Special Services department.

The matter of home contacts is the most important problem of our younger members. This is a serious matter for many men have lost contact with their homes and it is taken for granted that they will head for the nearest gin mill when they hit the beach. To counter this the Union must set up proper recreational facilities to take care of these men while they are ashore.

It is not my intention to cast any reflection on the old timer—he dressed and acted only in a manner that bespoke the times and conditions under which he worked. But the days of the dungaree seaman is past. Today

the men going to sea regard their trade as an ancient and honorable one. These men are intelligent and educated and are playing a vital part in this war.

In past years it was taken for granted by the shipowners that the seamen were a stupid lot and could be treated like slaves. Now, however, they have been forced to alter their opinion and they have also been forced to alter the conditions aboard their ships. We have conditions now which were not dreamed of years ago.

But good conditions aboard the ships are not enough. What does it gain a man if he has a nice home afloat, only to spend his time ashore gassed up in a gin mill. And that is where the Union must again play a role. We must not only win conditions afloat, but create them ashore. Special service and recreation facilities are the order of the day for the SIU.

Navy Is Building USS Club For Merchant Seamen In Saipan

A United Seamen's Service residential club for American merchant seamen is being erected on the Pacific island of Saipan, it was announced this week.

The club building is being constructed by the U. S. Navy and completion is promised by April 1. A USS representative is en route to Saipan and supplies, including a large quantity of canned articles, are being shipped from the United States.

Establishment of more USS clubs for merchant seamen is being considered in the general area which provides jumping-off places for landings in Japan or China, but their planned locations cannot be disclosed at this time.

Editor, Seafarers Log:

We, the undersigned members of the SS T. B. Robertson, beg through the paper to recommend Brother F. E. Stokes as one of the best Stewards we have ever sailed with. He is ready at all times to get out of his bunk and do anything for the men on the ship. He deserves our thanks as a good union man.

Fraternally yours,
Richard Backmann
Robert Vanderau
R. Z. Banister
J. L. Waters
W. H. Greene
Floyd B. Cronin
William Beckmann

Holder of receipt No. 76589 please contact Claude Simmons at New York Branch office, 5th floor.

J. BRANIGAN

Steward of SS Blue Ridge, see Freddie Stewart, New York Patrolman.

The following crew members of the SS Pierce Butler should see Sol C. Berenholtz, Baltimore: Alton Dawson, George Lohmna, Walter Haas, Thomas F. Day, Leo P. McHugh, Robert C. Bradley, Peter Nicolaides.

WILLIAM J. SCANLON

Oiler on last trip of SS John Stevens, please see Attorney Richard Cantor in New York.

Will holder of receipt No. 75225 see Patrolman Algina in New York.

Will holder of receipt No. 72272 who paid off the SS Thomas Sully March 12, 1945 in Norfolk, please

send name and book number to Patrolman Johnson in Norfolk.

C. R. SCATES
Receipt No. 77012

Will you please see J. Hudson, New York Patrolman.

Launch Service For New York Harbor

Repair Lists Make For A Pleasant, Clean Trip

By J. C.

We've just joined our second successive ship on which the members of the unlicensed crew have put up, out of their own pocket and on their own time, such facilities as mirrors, soap trays and bunk shelves. Brothers, this shouldn't be. The Operators have contracted with the Union to equip and maintain comfortable quarters, so they're obliged to furnish both the material and labor needed for the purpose. In fact, the man who knowingly goes ahead and does this kind of work on his own time is (1) helping break down hard-earned union conditions, (2) violating the union agreement, and (3) perhaps doing some shore-side work out of wages.

But of course far and away most instances of this sort occur out of lack of knowledge. What



constitutes good union procedure in these cases is this? If any mechanical or electrical fixture needs repairing, report it to the chief engineer. If it's anything in the carpentry line, report it to the chief mate. He will order the necessary work done, and that on Company time. But should your request go unheeded, or should the work be of such a kind that it cannot be done during the trip, see that it is included in the List of Repairs and Alterations.

Before the war, the submission of such a list was a routine matter. The delegate for each department made notes during the trip, and at the joint meeting held just before getting in, the notes were read off and any last-minute additions made. The result was a list of repairs and alterations for the crew's quarters. This term included the galley, all store-rooms, the carpenter's shop, the steering engine room—when ever improvements needed for convenience or efficiency were vetoed by department heads. This goes for safety equipment too, such as the lifeboat gear.

Three copies of the repair list were made. One was kept for the information of the next crew. The other two copies went to the patrolman at the pay-off. Of these, one was kept at the Union hall and the other was forwarded to the Company concerned. This procedure got action, and still does. But it's up to you to put that list together!

Remember that your Union will back up the submission of such a repair list. Also that, as it

constitutes legitimate union activity, you can't be fired for your part in drawing it up. That protection is guaranteed you in the Union agreement.

Here is a list recently submitted. When the skipper saw it he sounded off with, "My God, this is a yard long! What do you want to do, put the ship in drydock?" Well, the yardage was run up because previous crews hadn't squeaked, let alone squawked about repairs, though they had got a radio receiver installed. The list ran like this:

FOC'SLES

- Furnish keys
- Furnish bunk shelves
- Furnish windscoops
- Furnish wastebaskets
- Furnish coat-hooks
- Repair fans (rotors)
- Repair lockers (hasps)
- Repair bunk lights
- Repair ports (leaking)
- Replace mirrors as needed.

WASHROOMS

- Replace soap trays (showers)
- Replace toilet paper holders
- Replace broken toilet seat
- Replace mirrors as needed.
- Furnish coat-hooks
- Paint out (sailors)

MESSROOM

- Furnish black-out ports
- Furnish coat-hooks
- Repair refrigerator
- Install rinsing sink (pantry)
- Install rack for percolator

MISCELLANEOUS

- Soogee out passageways
- Remove dry-stores cans from fidley cross-alley
- Install laundry facilities (sink, scrub and ironing boards)
- Install bin for soiled linen.

OTHER ITEMS REPORTABLE

- House for monkey-bridge wheel (Libertys)
- Mattresses and pillows
- Bunk springs
- Folding cots
- Quality of food stores
- China and silverware
- Water cooler
- Shower curtains
- Library cabinet
- Safety equipment
- Air-circulating equipment
- Etc., etc.

That list was a dandy, we must agree. But brothers, the ships we sail are our homes, and who wants to live in a hovel? As a matter of fact, the company operating this particular ship made no objections to carrying out every last item on the list. For they recognize that a contented crew makes a good crew, and isn't so apt to quit at the end of the voyage. (If you should have to put up a sales-talk some time to get an item OK'd, the forego-

Lifeboats Get Two Way Radio

Two-way radio sets, as part of standard lifeboat equipment, are being perfected to allay the anxiety of castaways because, even without wireless training, they can learn by the returned signals that their distress calls have been heard.

Previous protection of this nature contained only one-way transmission, but the receiver built into the new type apparatus will supply an added lift to the morale of survivors by permitting them to remain in constant touch with approaching rescue craft. In the event that there is a wireless operator in the boat, medical advice also can be supplied if necessary.

The receiver will pick up the usual wireless signals on both long and short-wave, but is not adapted for vocal use. The new equipment also can serve to warn off rescue vessels.

The present equipment sends signals only on the international distress frequency of 500 kilocycles. The new transmitter will send on that frequency and also is capable of send on short-wave. The latter will be especially valuable in determining the exact location of the craft by means of the instantaneous direction finder, another of the Federal Corporation's developments.

The new apparatus will occupy no more space than is taken up by the single frequency transmitter, now in use in lifeboats. Like the present equipment, the new set will be contained in a watertight case that will float unharmed if it falls out of the lifeboat. Power for the new transmitter and receiver will be furnished by a manually-cranked generator.

Like the present lifeboat transmitter, no previous training or technical knowledge is necessary to operate the new one. Regularly used SOS signals are radiated automatically by the transmitter by the simple process of setting a switch and turning a crank.

N. Y. MEETINGS IN WEBSTER HALL

New York Branch meetings are held every other Wednesday evening, 7 P.M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave. Elevated and get off at 9th St., or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P.M.

ing is an excellent softener-upper.)

Let's get these lists in! Remember, your union officials will pitch with you. In fact, it may be that before long headquarters will print a check-list to make the job easier. Meanwhile, why not clip this article for reference during your next trip?

The Assistant Deputy Administrator for Ship Operations, War Shipping Administration, Washington, D. C., has authorized, under certain conditions, launch service at the expense of the War Shipping Administration for the crews of vessels owned by, or under bareboat charter to, the War Shipping Administration when such vessels are anchored in the stream in the port of New York.

We quote below from Mr. G. H. Helmbold's letter to the Atlantic Coast Director authorizing the launch service:

"As you are aware, the subject of transportation for ships' crews when vessels are anchored in the stream in the port of New York has been under consideration for some time and decision has now been made to supply launch service under certain conditions. Where the subject of launch hire is covered in agreements with unions, such agreements will govern and ships so operated will not be affected by the provisions contained in this letter.

"It is to be clearly understood that launch hire is authorized for the port of New York only, but is extended within the port to all areas where launch service is presently established as shown on the rate schedule for launch service, port of New York, published by the United States Coast Guard under the Port Security Coordinator of that service.

"Launch service will be supplied at War Shipping Administration expense under the following conditions, which become effective immediately:

"Launch service is authorized for vessels operating under G.A.A. and Bareboat Charter.

"Launch service will be supplied gratis to vessels on articles other than tankers after such vessels have been at anchor in the stream for a period of 48 hours. For tankers, the service is immediately available.

"Launch trips are restricted to a maximum of one round trip per man per day within a 24-hour period and when possible launch trips should be set for designated hours.

"Where Zones 11, 12 and 13 are involved, advantage is to be taken of the lower rate provided when four or more passengers are carried, and launch trips should be arranged accordingly.

"Launch tickets will be used and issued to crew members. Members of the armed services permanently attached to vessels are included.

"Launch tickets will be signed by the Master or Chief Officer and it will be necessary for the launch operators to submit launch tickets to the General Agent in substantiation of their invoice.

"The launch company nearest to the ship's position must, in all cases, be used and no additional compensation for launch hire will be authorized or paid for deviations made in transporting ship's personnel from the zones for which rates have been established.

"It is to be understood that the provisions for launch service es-

tablished by this letter have, as their objective, the establishment of a service to ships' crews in vessels lying at anchor which will provide additional opportunity for shore leave at Government expense which, in normal times, is not customarily provided. Abuse of the privilege will result in the withdrawal of such launch service individually or collectively.

Very truly yours,

G. H. HELMBOLD,
Assistant Deputy
Administrator for
Ship Operations

MONEY DUE

SS WM. PACA

J. Crawford, 13 hrs; A. Kopman, 19½ hrs; H. Underwood, 6 hrs; L. Szydlowski, 13 hrs; P. Belcher, 6 hrs; J. Duval, 1 hr; R. Cannon, 3½ hrs. Collect at Calmar office in New York.

SS J. T. HOLT

Earl Semaughi, 2 hrs; B. J. Maguire, 2 hrs. Collect at Calmar office in New York.

SS BENJAMIN WILLIAMS

Antolin Alvarey, \$10.10. Collect at Calmar office in New York.

SS WILLIAM PACA

The following men who paid off the above ship in New York on March 15 have the following amounts due:

A. Kingsepp, 11 hrs; R. Overstreet, 16 hrs; A. Maglio, Jr., 25 hrs; A. Compolongo, 17 hrs; C. Danforth, 4 hrs. Collect at Calmar office in New York.

MV MOOSE PEAKE

Transportation money from Jacksonville to New York is payable at the Moran Towing Company office, 17 Battery Place, New York City.

SS FLOMAR

Crew which paid off in Portland, Ore., was taxed on transportation to New York. This tax will be refunded by Calmar Line.

SS AMERMAR

William E. Rigo, OS, 21½ hrs. Collect at Mississippi office in New York.

SS CECIL N. BEAN

Paid off in New York 2/16/45
John Ellis, Utility, \$2.83; Bror Wiggs, Cook, \$36.01. Collect at American Liberty SS Co. office.

SS VASCHAL LINDSAY

Paid off in Philadelphia March 17, 1945. Steward Department disputed overtime is payable in New York or Boston office of Eastern Steamship Company.

WHAT'S DOING

Around the Ports

BALTIMORE

We had one of the Full Line scows in this port last week and it seems that the old man and the engineers were ex-piecards of the NMU. The first guy to hit the crew messroom was the First Assistant wanting a letter for one of the black gang who had made a pierhead jump at 3:00 o'clock in the morning and who wanted to be clear with the Union. He was told by Brother Dickey and myself that a letter from us wouldn't do him any good and if he was such a good union man he had no damn business shipping on a SIU ship at three in the morning. We were told that he had been doing us a favor by keeping the ship from sailing short handed and Brother, we know what he means.

Seeing he was getting no where with this, he said he had a beef to turn in and we ought to get rid of the damn no-good steward. Well brothers, I already knew the score on that beef and that was where I blew my cork. I told this bum to get the hell out of the crew messroom and stay out while we were doing business. Brother L. B. Guriusbeliz was Steward on this HOME and the brother had been a member of the NMU two or three years ago but had turned in his book and joined the SIU. So there Brothers was most of the beef—they were out to get revenge.

Our next order of business was with Captain (Too Good) Blood. It seems that this monkey was too good to eat with his own officers in the saloon so he had the messman bring his meals to the wheel-house, then he would take them to his room and dine.



He was advised by the Steward that the messman was entitled to overtime for this but he screamed and stomped about the safety of the ship and ordered the Steward not to sign any overtime for this work (Steward signed same). Now the Skipper also wants to get rid of the Brother.

I brought out that this Brother has been Steward for 16 months aboard this ship without any beefs against him but along comes Captain (Too Good) Blood with his few NMU brothers (which he was too good to eat with) and makes a two months relief trip and says this Brother is no damn good and insists that he be fired. The Company then wanted to transfer our Brother to another ship and I asked him

what he wanted to do. He said "I'll stay on this damn ship that I cleaned up so well, even if this skipper stays on. He can't bluff me." So the old man may eat in his room next trip but the Steward will be there to sign the overtime. This is the letter I received from the steward before the pay-off:

"I am sending you my steward delegate to explain to you what is going on on my ship. Therefore I am calling a special meeting of the membership before paying off this ship. I will be in to see you as soon as I can get away from my work.

Thanking you I am sure.

L. B. GURIUSBELIZ."

Well, everything else is running pretty smooth down this way and a damn good thing because I am running out of wind.

CHARLIE STARLING
Patrolman

NEW YORK

Things have been going on an average in the port of New York, so far as paying off and signing on ships and settling beefs. Once again all beefs on ships paid off in the port of New York are settled and not one left pending. However, we still have a few out-of port beefs that we should finish by the end of this week.

The SS Del Aires came in this week. The Steward aboard refused to get off after being requested by the membership on the last trip. Needless to say he is off the Del Aires and will not ride an SIU ship again.

We are still having our trouble on the transportation system where men on ships laying at anchor for the purpose of loading, discharging cargo or awaiting berth, receive one round trip transportation per day. We are working on a solution to this matter and think that it will soon be revised so that each watch will have one round trip per day. The outstanding beef of this port from the SS Lou Gehrig of the Eastern SS Company has been settled to the satisfaction of the crew.

The Agent's conference was in full swing here the past week and we got a lot of assistance from all of the out-port Agents. Aside from their business on the conference a number of them helped collect beefs from their ports by giving full explanations and details.

We are not doing so well here about shipping men without calling men from the WSA, although we have arranged to have transportation paid from one port to the other. It is well for a lot of the old-timers who are on the beach to remember that one good thing they could do for the organization would be to sail the ships in their respective departments and keep down as many trip card men as possible as we may have to buck some long shipping lists in post war days.

There were 37 ships paid off

the past week with 29 signing on and as I stated before, no beefs left.

We are having good luck with the Coast Guard cases here. Brother Volpian represented some 25 men in the past week and not one had his papers lifted.

We have also been able to check the slop chests going aboard the ships and the crews are satisfied that they are getting better quality and quantity.

Summertime has come again in the port of New York and we hope it is here for a while as wading around in the snow is not so pleasant for the patrolmen who make the ships or the membership that pay off of them.

In closing I want to state again that it is the duty of the ships delegates to contact the Union hall on their arrival in any port.

J. P. SHULER, Acting-Agent

We New York Dispatchers wish to take this opportunity to thank the Baltimore membership. The reason being that we have received excellent support on the filling of Black Gang jobs by the Baltimore membership. With the close cooperation of the New York branch and the nearby out-ports we are gradually putting the pressure to bear on the "Pink Hall" here in New York. Several times in the past week they have called us to try and get us to take men off of their hands. Sooner or later the taxpayers are going to demand a reckoning, and Oh, Brother, when they do.

Shipping for the past two weeks here in New York has been good, with 1703 in all departments being shipped. Quite a few C-jobs will be in this week, so shipping should remain good.

Had three tankers in the past week, so all available pumps and pumpman-machinists have shipped. Any one with either of these endorsements would be appreciated in this port. At the present time we have 11 tankers operating out of New York with more coming from the west coast. With the tankers and the Agent Conference on our hands at the same time, we have had our hands full. With Frenchy and Shuler trying to teach each other how to cook out of a "Sheepshead Bay Manual" in our office, you can imagine the commotion. They finally ended up by having a few imported New Orleans Prolines and milk for lunch.

The Seafarers should, in the coming year, advance with large and rapid strides. With the present group of Agents, interested only in the welfare of the Union, and with the good militant membership that we have, I see no reason for failure to do so.

Read your Log from time to time to follow the shipping in New York.

—N. Y. DISPATCHERS



By "FRENCHY" MICHELET

This is the last column that will appear under the "Straight From the Galley" heading. We are about to assume a new role in the SIU setup and consequently plan to change the format of the column to conform with our duties.

It is only with the greatest reluctance that we can bring ourselves to leave Shuler as sole spokesman for the Stewards Dept. It's like settin' the tail to wag the dog.

The guy's a menace to navigation. He's beached more men than the Coast Guard. He can't cook beans, but he can generate more hot air than a sack of the damn things.

This is being scribbled in the lobby of the LaSalle Hotel in Chicago. All the ranking piecards are here for the joint SIU-SUP conference that begins tomorrow. This conference should iron out all the kinks in our inter-union relations and pave the way for some real progress in the maritime field.

We all know that the maritime labor movement is in for a hot time after this war ends. The shipowners, cocky and beligerent with their drawers full of war profits, will open an offensive against our conditions and

our wage scales. It is well that we have this SIU-SUP conference now so as to lay strategy for the days ahead. It is also well that such a spirit of cooperation is manifest between all districts of the SIU international. As long as we remain solid within, no one can crack us from without. I expect very important decisions and plans to come out of this Chicago conference—plans which will mean a bigger and better SIU in the years to come.

We realize that by ending this column we strike terror to the heart of Oscar of the Waldorf. How is he going to run his galley without our aid? I don't know brother—he'll have to solve that problem as best he can.

* * *

May I close with a word of wisdom in the most classical Dorian manner?

"Shepherd: What most moves women when we them address?

Echo: A dress.

Shepherd: Say, what can keep her chaste whom I adore?

Echo: A door.

Shepherd: Then teach me, Echo, how can I come by her?

Echo: Buy her.

Shepherd: But what can glad me when she's laid on bier?

Echo: Beer."

In Memoriam

ASHLEY, EARNEST SHREVE	AB
BANAAG, NICASIO	Chief Cook
BERNARD, ADRIAN THEODORE	AB
BOYKIN, BOBBIE	AB
BUCHANAN, JOHN LESLIE	Steward
CORBIN, WILLIAM HENRY	Oiler
GARCIO, RICARDO MARINO	FW
GRUNDEMAYER, ALBERT ALFRED	Oiler
HARRINGTON, IRVING GILBERT, Jr.	FW
LYNCH, JOHN JOSEPH	OS
MITCHELL, BENJAMIN CARL	Deck Eng.
NARVAEZ, JOSE GONZALES	Oiler
PANICO, FRANK SAVERIO	2nd Cook
ROSS, RICHARD	Messman
TAYLOR, LESLIE	2nd Cook
TEAGARDEN, KENNETH	Oiler

Senate Kills Forced Labor Legislation

SS HIBBON HAS TWENTY COOKS IN TWENTY DAYS

The crew on the SS Hibbon had a great variety of cooking on the last trip because there were a great variety of cooks. Between the time the ship sailed from the U.S. and the time it paid off back in New York, every man in the Stewards Department and the Deck Engineer had at one time been "promoted" to chief cook, and then demoted to his original rating.

It all happened because the Gunnery Officer (Lieutenant, jg.) didn't like the chow. The wishes or appetites of the crew, or even of the skipper, made no difference at all; the Naval Lieutenant kept changing cooks until he found one which suited him. And the skipper was weak enough to let this jerk run the ship.

The ship was only one day out when the Lieutenant walked into the galley and fired the cook because he didn't like the soup that day. He promoted the 2nd Cook to Chief Cook. Then the following day, didn't like the 2d Cook's gravy, so he promoted the Chief Pantryman to the Cook's job. But the Pantryman didn't boil eggs right, and so he too was fired. And so it went until the entire

Steward's Department had held the job, and been found unsatisfactory.

It was then that the Lieutenant began to look to other Departments, and notified the Deck Engineer that henceforth he would be the Cook. The Deck Engineer told the Lieutenant to go to hell, and within the five minutes the Lieutenant returned with a signed order from the skipper making the Deck Engineer a Cook.

But even a man who had used as much steam and handled as much grease as the Deck Engineer couldn't satisfy the Navy, and he was fired.

All this upset the Lieutenant so that he stationed his armed men at the two galley doors, and instructed them to "shoot in the head" any messboy who served the merchant crew ahead of the gun crew.

All this is now in the hands of the Coast Guard, with the union pressing charges against this character. If the SIU has its way, the Lieutenant won't have any problems with cooks for a long time, he'll simply eat bread and water, and like it.

FARMERS WANT UNIONS

SHOULD FARM OWNERS ORGANIZE?

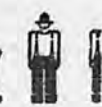
GOOD IDEA
63.4%



BAD IDEA
24.1%



DONT KNOW
12.5%



EACH SYMBOL REPRESENTS 10%
OF FARM OWNERS QUESTIONED

SOURCE: FORTUNE FARM POLL, 1943

PICTOGRAPH CORPORATION FOR PUBLIC AFFAIRS COMMITTEE, INC.

U. S. farmers are dissatisfied with the representation given them by the farm bloc in Congress and want organizations of their own, as shown in the statistics above, reproduced from a pamphlet by Carey McWilliams, Small Farm and Big Farm, published by the Public Affairs Committee, Inc., New York City.

(Federated Pictures)

THE MEMBERSHIP SPEAKS—

Black Is White

"Now you see this black cube before you? You think it is black? And you see this white cube? You think it is white? Well the black cube isn't black nor is the white cube white. They are both the same color."

(Confusion — cries of fake, phony, etc. Officials call "Order! Master at arms, throw the men out, seize their books!" The Party decides to compromise and calls for democracy and rights of free speech instead. Quiet prevails and the "dialectical materialist" continues).

"Now, let's say that the black is the shipowners, and the white is the workers. Yet if we are to make industry work we must cooperate and (triumphantly) if we cooperate as we should there can be no difference between us! Therefore, black now isn't black nor is white—white. We are both simple as ABC. It is the very essence of Stalin's Marxism."

(More disturbance in the hall. Cries of "How do you get that way? What kind of baloney is this?")

The Party spokesman bitterly, "We have Trotskyites in the hall,

for the Union in our case that was before them, covering wages and working conditions for unlicensed Junior Engineers. The wages for the unlicensed Junior Engineer set by the War Labor Board is \$142.50 per month. The Seafarers International Union now has the best wages and working conditions in the industry for this rating.

**Keep In Touch With
Your Draft Board.**

WASHINGTON, D. C.—Having won a smashing victory in the Senate, the American Federation of Labor prepared for a showdown battle in the House against compulsory manpower legislation.

Efforts will be made to induce the House to concur with the Senate bill which is satisfactory to the AFL. While the House passed a dangerous forced-labor bill, it was considered likely that a majority would now agree to go along with the Senate measure.

One of the important factors in the situation was the overwhelming vote of 63 to 16 by which the Senate rejected the House-approved May-Bailey Bill and adopted the O'Mahoney-Kilgore substitute.

The latter measure contains no penalties against workers but provides fines and jail penalties for employers who willfully violate manpower ceilings and other controls of the War Manpower Commission.

The bill gives the WMC statutory authority for the first time to go into war plants and eliminate manpower waste and hoarding.

Labor will be affected in this way: If the War Manpower Commission decides that the working staff of an employer is too high, it will set a lower ceiling, thus requiring the discharge of a number of workers. These workers will then be directed by the WMC to take other and more vital war jobs. If they fail to accept jobs approved by the WMC, they will be denied certificates of availability and will be unable to get another job. In other words, displaced workers will have to take jobs approved by the WMC or have no jobs.

This arrangement was considered severe enough by the AFL but far preferable to the May-Bailey Bill which meant work or jail.

FORE 'N AFT

By BUNKER

If you haven't noticed this column lately it's because I have been at sea on the Bayou Chico, an old Waterman tub. Some of you old hands will remember her as one of those Gulf-built ships that came out the same time as the Hogs and the Kearneys; about the same size, with well decks and quarters aft. Some of them were originally built for coal, then converted to oil burners.

We left New York on Christmas Day, and with the board full of C-2s, Victories, Liberties, and various good ships of one kind and another, the dispatcher couldn't entice a crew for an old timer like the Chico. Two old timers signed on before they saw her; AB Al Frye, of Baltimore and Al Flynn, early SIU member out of New Orleans.

WSA put on the sales talk and sent down the rest of the crew. They all thought they were going down to Rio and there were plenty of sad faces on these lads when the pilot took us up the Sound.

Still short of men, we picked up two more at Boston; brothers Harry Glock and Joe Greenbaum. Harry says hello to shipmates of the Corfesi, old Waterman ship that ended her days as part of the breakwater on the Normandy beach head. He made seven trips on her. Also "shanghaied" was Joe Greenbaum, who has been on so many ships he carries his discharges in a suitcase. Joe helped organize the Eastern.

Seriously, boys, the Bayou Chico, is not as bad as she sounds. The book members on board are making recommendations for improvements in the crew quarters and if Waterman comes through, she won't be bad at all. A good sea boat and faster than a Liberty when they push her.

Secretary-Treasurer's Report

(Continued from Page 1)

ship.

6. To discuss government bureaus, such as WSA, Coast Guard, etc. with whom we have to do business every day, in order that we don't take different positions on problems that arise.

7. To define specifically, the dual organizations that exist in the maritime field today.

After this conference is over, all of the Agents of the Atlantic & Gulf District, The Sailors Union of the Pacific, The Pacific District and the Great Lakes District will attend a joint conference at Chicago which will convene on March 19, 1945. There we will become better acquainted with one another and the problems that the Union is faced

with, thereby affording better cooperation and coordination between all districts of the SIU.

Weisberger and I represented the Seafarers International Union before the House of Representatives Committee on Merchant Marine and Fisheries and opposed certain parts of bill HR 1425. A full report of our action taken there was printed in the last issue of the *Seafarers' Log*.

Negotiations for a signed contract with the Calmar and Ore Steamship Companies are underway.

Negotiations covering wages and working conditions for Refrigerator Engineers are also underway with the Bull Line.

The War Labor Board has handed down a favorable decision

Andrew Furuseth's 91st Birthday Is Observed

March 12 is a Red Letter Day for AFL seamen, for it was on that day 91 years ago that Andrew Furuseth, the founder of our union was born. Furuseth, "the seamen's Lincoln," founded the Sailors Union of the Pacific, which in turn helped organize the Atlantic & Gulf District of the SIU. Thus we trace our history directly to Furuseth, and honor his memory.

The following brief biography was written by Miss Mae Wag-gaman, former secretary to Furuseth:

ANDREW FURUSETH, President of the International Seamen's Union, was born in Romedal, Norway on March 12, 1854, the son of Andreas Nielsen Furuseth and Martha Jensdatter. He was the fourth child of eight born to them. The family was very poor, and at the age of eight he was fostered away from his par-

ents until confirmed.

Furuseth went to sea in 1873 and sailed successively on Norwegian, Swedish, English, French, German and American ships. He came to the United States in 1880 and almost immediately began his agitation for a change in the status of seamen. In 1887, he was elected Secretary of the Pacific Coast Seamen's Union, subsequently named the Sailors' Union of the Pacific, and at that time an organized struggle was initiated to change the status of seamen from what approximated serfdom to a standard of compar-

ative freedom.

As early as 1890, when Furuseth was a delegate to an International Seamen's Conference at Glasgow, he championed his views on the freedom of the sailor.

A detailed story of the life accomplishment of Mr. Furuseth is told in a book called "The Sailors' Union of the Pacific" by Dr. Paul S. Taylor, of the University of California, published in 1923 by the Ronald Press Company of New York.

Furuseth began his work in Washington in 1893 and successive sessions of Congress by a series of legislative enactments responded to his seemingly irresistible pleas for freedom for seamen.

It should be noted that until success crowned Furuseth's leg-

islative campaign American seamen could not strike after signing of shipping articles. The penalties for striking or quitting the ship, had been unchanged for centuries and it was Furuseth's self-selected task to abolish these penalties.

The principal laws passed by Congress to bring about these changes are:

1. The Maguire Act of 1895
2. The White Act of 1898 and
3. The LaFollette Act of 1915

By the passage of these measures American seamen were by degrees made free men and now have the legal right to quit their jobs in any safe harbor anywhere on earth.

It is significant that although 22 years have passed since the enactment of the La Follette law no other nation has to date granted the same rights to seamen.

Probably the principal episode in Furuseth's life was the preparation and passage of the La Follette Seamen's Act of March 4, 1915 which virtually completed his life work of making the American seaman a free man.

Furuseth prepared most of the data for the committees of the House and the Senate and submitted numerous pamphlets, of which he was the sole author, in support of this measure. At that time, this legislation was criticized as being inimical to American shipping but since the passage of the Act it has been recognized even by shipowners that it was a much needed reform.

For many years Furuseth was President of the International Seamen's Union, with headquarters at Washington, D. C., where he was in constant attendance at Congressional Committees on behalf of seamen. He was largely responsible for that portion of the Jones Act of March 5, 1920, which gave added benefits to seamen, and never until sickness compelled him to retire did he fail to raise his voice for those who go down to the sea in ships.

His principal accomplishment can be said to be that in an entirely unselfish manner, almost single-handed, he changed the legal status of seamen in the United States from that of a comparative serf or peon to that of a free-born American citizen.

Our Merchant Marine

Spurred by Atlantic competition and the Gold Rush of '49, Americans developed the Clipper, with sharper bows, slimmer lines, loftier spars and a great spread of canvas. Old Salts said the new-type ship would capsize.

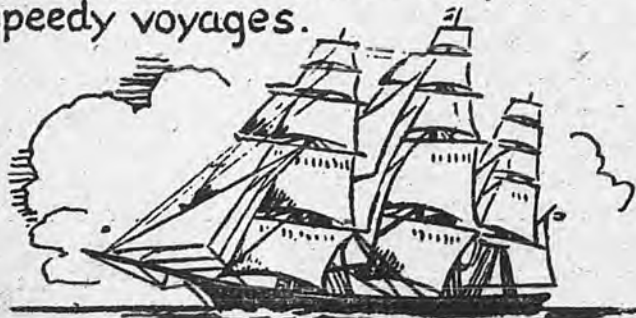


The Clipper Ship, Sea Witch sailed from New York to San Francisco (1850) arriving in 97 days instead of the customary 150! The "Glorious Clippers" had arrived! Over 90,000 men made the trip in one year.

In California, eggs were 50 cents each, a thin slice of ham cost a dollar.



In the same year, the American Clipper "Oriental" broke into Britain's Tea Trade, running from Hong Kong to London in 91 days, a record which was followed by other speedy voyages.



The Red Jacket, Flying Cloud, Sovereign of the Seas, and Staghound, will sail forever in our history, while Donald McKay's Lightning holds the all-time record for a day's run - 436 nautical miles - faster than most steamers of to-day.

The grandest ships and the greatest sailors - this was America's achievement in the age of the Glorious Clippers!



Information courtesy of American Merchant Marine Institute, New York.

American shipyards were deluged with orders, and produced a steady stream of the noblest and fastest sailing ships of all time.



To-day, the largest American Merchant Marine in history covers the oceans, while present programs promise, by 1944, a Merchant Marine almost equal to the rest of the world's combined!

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Don't Believe Everything You Read—On Tomato Cans

By ARTHUR THOMPSON

There was a Steward on one of our ships who was extremely particular about his department and made things pretty rugged for the boys. He was disliked, accordingly. Two of the messmen finally decided to pull a gag on him and see if they could unbalance him enough to make him human. One day they went to work in the store room and changed all the labels on the canned goods. They did a very neat job and no one could have told that the cans had been tampered with.

Well, the resulting confusion was something for the books. When the Steward sent for peaches he opened the can and found to his amazement—spinach. He looked at the label and it said peaches, but there was no mistaking the contents for anything but spinach.

He then sent for some canned beets and on opening these cans found that they contained cherries. The Steward was sure by now that he had torpedo horrors. But he had a steadfast heart and he stuck to his job. The crew, however, complained violently about the strange menus.

In desperation the Steward finally confided to the messboys the whole strange story. He told them to keep it quiet, but the crew was getting chop suey instead of fruit and salad, and prunes instead of string beans. He said that he was taking the heat for the crazy menus be-



cause he was sure that no one would believe his story if he told it.

One of the messboys finally suggested that he send the story into Ripley, which the Steward did when the ship hit the next port. After leaving the port the Steward sent to the storeroom for some apricots but the messman said, "We're out of apricots so I brought you some pears."

The Steward opened the can and found it full of cotton with a test tube packed in the center. He opened the tube and inside was a note which read, "I don't believe a word of it. Robert Ripley."

(P.S. I don't vouch for this story, but this was the way it was told to me in a Savannah gin mill.—A.T.)

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