

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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No. 18

Coast Guard Rules That Seamen Can Allot Bonus

The SIU has waged a successful fight to win for seamen the right to allot their bonus money. For over a year the shipowners have logged bonus monies, but have refused to allot them.

The following correspondence between Secretary-Treasurer John Hawk and Admiral Waesche, Commandant of the Coast Guard, reveals that this question has finally been cleared up—and in favor of the men:

Admiral Waesche, Commandant
U.S. Coast Guard
Sir:

The Atlantic & Gulf District of the Seafarers' International Union of North America has requested me to communicate with you regarding the issuance of an order from you that will permit American Seamen to allot a portion of their monthly War Bonus together with their current monthly salary to their dependents, i. e., wife, children, mother, etc.

To the present date, the United States Shipping Commissioners do not allow an allotment of the war bonus by the seamen to their dependents. On the other hand the United States courts have declared that a War Bonus is classed as part of the wages, and seamen are logged in accordance with the government laws, e. g. if a man is AWOL he is logged 2 days of his war bonus in addition to 2 days pay of his regular wages for each day lost.

In view of the fact that a seaman is logged proportionately for his monthly war bonus as well as his regular monthly pay, we feel that they should be entitled to the same right of allotting it.

Mathew Dushane, our Representative in Washington has discussed this problem with Commander R. S. Field, Assistant to the Commandant, U. S. Coast Guard and Lieutenant Artz and their reaction to this question of allowing the seamen to making an allotment of their war bonus to dependents was favorable.

I respectfully request your decision in this matter at your earliest convenience.

Yours very truly,
John Hawk.

(Reply from Waesche)

Dear Mr. Hawk:

I have your letter of May 21st in the interest of having a regulation issued to permit American seamen to allot a portion of their monthly war bonuses to certain designated dependents.

The Coast Guard is desirous of being of every practicable service to the personnel of our merchant marine, and the representations you present in the matter of the allotment of the war bonuses appear to be fair and reasonable. We will be pleased to give immediate consideration to an appropriate regulation, and unless some good reason arises against the proposal, I feel you may look for its adoption at an early date.

Very truly yours,
R. R. Waesche

'EQUALITY OF SACRIFICE' PLAN IS BURIED; WAGE FREEZING PRESSED

WASHINGTON — Let us all join in a silent memorial to the "equality of sacrifice" program.

It was buried alive by the House Ways and Means Committee, with the doors closed so that nobody could see the gory details.

President Roosevelt submitted the program to Congress in April. There were seven points in the plan. The most dramatic were the \$25,000 limitation on incomes and the call for sweeping profit taxes.

On the basis of these provisions FDR asked labor to accept what he called "wage stabilization."

Right away the shipyard work-

ers agreed to forego part of the increases to which they were entitled by contracts. They did so as their contribution to the battle against inflation, as a symbol of their good faith in the "equal sacrifice" blueprint.

The big-boys and the fat-cats resented FDR's program—except for "wage stabilization." Dowagers and debutantes were appalled by the prospect of reducing their living standards to \$25,000 a year.

The society pages read like editorial pages, reflecting the anguished cries of the overprivileged, who just didn't know where their next penthouse was coming from.

They should have kept their shirts on. *Didn't they have any faith in Congress?*

Now four weeks have passed and the Ways and Means Committee has performed its task. It has made the country safe for big incomes. If anybody was losing his initiative, let it be announced that you can still keep several hundred thousand dollars a year.

The committee refused to touch tax-exempt state and local securities. As a result, the Treasury will lose \$275,000,000 in taxes.

J. A. WECHSLER,
GUILD REPORTER

LAKES S.I.U. STRIKE FOUR D & C SHIPS

Months of stalling on contract negotiations by the operators of the Detroit & Cleveland Navigation Company, resulted this week in a walk-out of the SIU crews manning their ships. Four ships were immediately tied up in various Great Lakes ports. The ships were: Greater Buffalo and City of Detroit III struck in Detroit; City of Cleveland tied up in Cleveland; and the City of Buffalo at Detroit.

PITY THE POOR SHIPOWNER

This week President Roosevelt submitted to Congress his budget for the new fiscal year beginning July 1st. In the budget was a little item of \$1,100,000,000 to be used to "compensate" shipowners for the vessels taken from them for the duration of the war by the War Shipping Administration. The Budget also provided that the shipowner's property should be kept "in good repair" so that it could be returned to him at the end of the war in good condition.

Now, if they could just figure out some plan for keeping the seamen in good repair!

Federal Shipyard Finally Signs a Union Contract

The long fight of the Industrial Union of Marine and Shipbuilding Workers to obtain a "maintenance of membership" clause in the contract with the Federal Shipbuilding and Dry Dock Company, came to a successful conclusion this week.

The Company (a subsidiary of U. S. Steel) had done all in its power to break the union and avoid the signing of any contract with its employees. The case went (Continued on Page 4)

GETTING THE "EFFUS"



This is a picture of Westbrook Pegler, No. 1 labor baiting journalist in the United States. He is a home-grown Fascist who has connections high in the U. S. Army which allow him to peddle his poison in the "Stars & Stripes" — the Army paper published for American soldiers abroad.

Organized labor has long been aroused to the danger of Pegler's ill-concealed Fascist sympathies. The appearance of Pegler in the Army paper, however, has aroused many more people and there is a growing demand for his removal. AFL and CIO unions by the score have gone on record, not only to jerk his column from the Army paper, but to boycott the Scripps-Howard chain which publishes him throughout the country.

Participating in the strike, along with the SIU, were various longshore locals who have also been getting the run around from the shipowners. The longshoremen, members of the International Longshoremen's Association, are demanding \$1.10 an hour as compared with the present scale of 95 cents. The SIU men are asking for an approximate boost of \$50 per month.

Mardy Polaner, administrator for the Great Lakes District of the SIU, revealed that the strike was in reality a defense against a lock-out by the company officials. "Seven longshoremen were locked out in Buffalo," Polaner said. "This is in absolutely violation of the existing contracts with the company."

As the Log goes to press the strike is absolutely solid and the entire struggle has been transferred to Washington, D. C. Over the week end parleys are scheduled between the unions and the shipowners at the offices of the United States Conciliation Service, Department of Labor.

A Reminder!

Always make an itemized list of all personal effects when signing on. Give one list to the skipper and keep a copy for yourself. If this is done the Company can't weasel in case you lose everything at sea and demand reimbursement.

July 1st is the deadline for obtaining the new seamen's passports. After this date you can't sail without them.

NAZIS GIVE S.I.U. CREW RUM AND ERSATZ CIGARETTES

Last week another SIU ship was torpedoed in the Gulf. The crew took to the single good life boat and pulled about 20 yards away from their sinking ship when the attacking sub came to the surface.

The sub swung along side the life boat and out of the conning tower popped a German officer. He apologized for the necessity of sinking the ship and then tossed to the men a bottle of rum and a couple of packs of German cigarettes. With a farewell wave of his hand, the officer climbed back into his tin fish and submerged.

The rum came in handy because the men had to spend 5 cold days in the open boat before being rescued. But the cigarettes!

"They tasted like there wasn't any tobacco in them," said Brother Daniel Laine when he hit the beach. "They were called some name like 'Golden Ring,' but they sure were lousy."

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**"Banana" Robson - A Fair
 Weather Patriot**

H. Harris Robson, official of the United Fruit Company, who muscled in on the War Shipping Administration as a \$ per-year man, has resigned from the job he has held, off and on, for over a year.

Robson gave as the reason for his resignation — "ill health." He probably has high blood pressure from thinking of how the unions scuttled his fondest hope — the smashing of organized labor on the water front.

Robson had a two-fold role in the War Shipping Administration. His first job was to smash the unions, and his second was to see that United Fruit was allowed to continue "business as usual" — that is, continue sailing on the most profitable runs regardless of the war needs of the army.

Robson failed his first objective when the SIU-SUP-MCS-MFOW forced from his department a guarantee of union wages and conditions and security for the duration of the war.

News that Robson failed his second objective leaked out this week in a story that was buried on the back pages of most papers. The Sunday, May 31st issue of PM, revealed on page 12:

"At a conference between representatives of the War Shipping Administration, the War Production Board and the United Fruit Company, it was agreed that the number of ships carrying bananas from Central American to Gulf ports would be reduced."

There it is! Robson could no longer hang on to his gravy runs. So, this great patriot, this man who served his country at 1 dollar per year, suddenly took ill and resigned.

The Government wouldn't play Robson's way, so he took his marbles and went home.

Let's hope he stays there.

But don't count on it.

Out of the Focs'l

by
J. I.

Everyone at the Hall will miss seeing Ed Boylston around. He was a very active brother. Ed was home in March and wrote an article for the LOG, when his hip collided with another. He stayed ashore for a month and sailed again. On his second voyage, he wasn't as lucky. He and twelve other brothers are reported missing. We regret the loss of another good SIU man.

△ △ △

They say that old man Mose is dead . . . but he isn't. It was only Albert Moses with his 385 lbs playing possum in a lifeboat for 8 days in order to keep it afloat . . . Brothers Constantina & Messick are still ashore recuperating from the ordeal . . . Sidney Gretcher wishes to inform the brothers that he is only helping a friend with an invention. Perhaps, they're trying to build a better mouse trap. The wife of A. B. Howard was at Headquarters inquiring about the arrival of his ship . . . We noticed that Alex Bora is still sailing on the Steward Dept. He just returned from Africa. Pat Ryan G-79 has escaped his second torpedoing. Jos Flannagan ought to thank us for reminding Cuz that he had jobs for A.B's. CUZ informs us that the

(Continued on Page 4)

INCOME	TREASURY ASKED	COMMITTEE VOTED
\$1400	\$32	\$28
1500	\$48	\$45
1700	\$80	\$80

INCOME	TREASURY ASKED	COMMITTEE VOTED
\$5000	\$889	\$708
8000	\$1837	\$1464
10000	\$2549	\$2064

Here is what the House Ways and Means Committee did to Treasury tax proposals. The top chart shows that the Congressmen soaked the lower income brackets just about as hard as the government asked. But when it came to taxing the higher income group . . . that was a different story. Note the reductions forced by the House Committee on the \$5,000 to \$10,000 group.

REPORT FROM

Washington

By

"DUKE" DUSHANE

Non-Citizen Seamen

Most of the officials of the War Shipping Administration agree that something should be done to allow non-citizen seamen who have been sailing on American ships for years, to continue to do so in this war emergency. Mr. Dimock and I discussed the case and he is going to draft a request that the Secretary of the Navy alter the Navigation laws to allow such seamen to sail on the new government-built ships. He is going to try to get the limit up to fifty percent aliens.

Beneficiaries

The W.E.B. is going to request that all seamen leave a card at Union headquarters naming a beneficiary in case they hit Davy Jones' locker during the voyage. This is important! There are several cases of Brothers being lost but leaving no beneficiary. Some of the "ladies of the evening" found out that they were torpedoed and entered claims for the cabbage that the beneficiary would be entitled to. To protect the real beneficiaries, it is important that all Brothers leave the name and address at H. Q. when sailing.

The W.E.B. is also working on a proposition which would speed up the payment of death benefits. The plan is to allow the beneficiary to collect the insurance within 48 hours after the Navy has officially given notice that a ship has been sunk and the men presumed lost.

Draft Deferrment

As you know, a new rule has been put into effect concerning draft deferrment for seamen. Any seaman who can prove that he has been going to sea for a "reasonable time" and did not go to sea just to beat the draft, will be deferred. This applies to rated and unrated men alike. But it does not apply to any one who has been working ashore and ships out only when notified by his draft board to report for induction. These boys will not be deferred!

**McNUTT PULLS A FAST ONE; ORDERS
 LABOR TO EITHER 'WORK OR FIGHT'**

The War Manpower Commission, which is charged with the job of allocating American labor to industries most vital to the war effort, has threatened workers that if they don't take the jobs assigned to them they will be thrown into the army. This was revealed in a statement given to the press by Paul V. McNutt, chairman of the Commission.

McNutt pulled a fast one in that he failed to consult the labor members of his Commission before formulating this policy. Both Frank Fenton (AFL) and Walter Reuther (CIO) have protested the policy and denied that they were consulted on it, even though as members of the Commission they are supposed to OK any policy changes. Telegrams of protest have been pouring into the AFL and CIO Washington headquarters. In-

dications are that labor will make a strong fight to force McNutt's retreat.

Harper Fowler, deputy to McNutt, admitted that the "work or fight" order had been made without consulting the labor members of the Commission, but alibied that no "implimenting" order would go out until they had been given an opportunity to "express their views."

**Wage Freezing Is
 Opposed by Rail
 Labor Officials**

The Railway Labor Executive Association has adopted a resolution opposing wage "freezing" as a measure which could not help defeat Hitler.

"Any arbitrary freezing of wages without careful regard for the well-known fact that many wage scales are substandard would simply mean freezing un-American and unhealthy standards of living for millions of our people," the association said.

"This would do much more than impose an inequitable burden upon the workers who are performing miracles in our production and transportation lines. It would also reward the anti-social sweatshop, low-wage type of employer who has succeeded up to now in preserving in our economic life the very kind of social indecency and economic dictatorship we are fighting to overthrow.

"It would do more than that. It would freeze an unbalanced competitive condition that would favor the low-wage employer.

**Navy Chiefs Hit For
 Arbitrary Firings**

Navy Department officials were sharply criticized this week by N. P. Alifas, president of District 44 of the International Association of Machinists, for arbitrarily firing union men in navy yards on "subversive" charges.

District 44 represents over 25,000 Machinists in the navy yards. Many members have complained, Alifas said, that they were ousted on accusations of being "subversive," without being confronted with specific charges and an opportunity to answer.

Alifas said, "we are concerned about innocent victims who are given no adequate opportunity to clear themselves.

"Some of those discharged have ancestors dating back practically to the Mayflower and feel they are 100 per cent Americans, but they find themselves up against a stone wall."

WHAT'S DOING

Around the Ports

PROVIDENCE

By

J. E. LAPHAM

I have just gotten through with one of the gamest crews I believe that ever got torpedoed on a ship. Not one of the men had a thing to say of the other fellow. All shared in the hardships that go with such an occurrence. After being in a life boat for 5 days and nights, not much to eat or drink, boat full of water most of the time, rain and cold weather to contend with, and when these men were picked up by the Navy ship all they had was praise for the other guy. Especially the Radio Operator and a mess boy by the name of R. Meeks.

In the Navy Hospital in New London, Conn., they got the best treatment from all the staff as well as the Red Cross who gave them Sandles and pants and shirts. The only man to lose his life in the sinking of this ship was the 2nd Mate, who got it on the first blow. While in the Navy Hospital the Sailors of the Navy had a good chance to see what a good Union man was made of and believe me they thought they made the grade O.K. At the same time the *Seafarers Log* was passed out and it was enjoyed by all in the hospital.

The one exception on the ship was the life rafts not being made in such a way as to get clear of the ship in emergency, it might have cost plenty of lives if the boats could not have been launched. A ring bolt on the bulwark was the cause of the raft hanging up, so in the future all hands should see if the rafts will clear the ship if let go.

We had a man come home from the dead this week in Providence, a Julius Souza of New Bedford, reported lost in the shipwreck some 40 days ago. He has been reported picked up by an Australian ship in the Gulf and left in the Canal Zone, safe with only sunburns, after being on the life raft for 32 days. Alone, it was enough to make any man blow his top, but it all goes back to that old saying, you can't keep a good man down.

PERSONALS

JAMES LEWIS BYRUM
JAMES M. HENDERSON
and FORD HATHAWAY:

Contact your draft board. Your status has not been cleared up.

THEODORE LANDECKER:
Your Board has notified New Orleans that you have been deferred for six months.

NATHANIEL JAMES NEWSON:
Your brother in the SUP has notified us that the F. B. I. has issued a warrant for your arrest for failure to comply with draft board regulations. Contact your draft board at once and straighten out the situation.

NEW ORLEANS

By

"ARMY"

It is getting to be big news when a ship makes a round trip now. We have not the slightest way of knowing where and when. Each time one of the boys walk into the hall now it is a big moment because we don't know who is where or why.

I'm sorry to say that we are forced to add to the honor roll very very heavily this week.

The last of the molasses packets took with her 18 of our members. Lost were 3rd Mate Joe D. Baker; A. B. Andy Asp; A. B. Wren Reagan; A. B. Ed. N. Hinton; O. S. James Wheeler; 2nd Ass't. Ernest McCullum; Pumps, Joe Vila; Oilers Richard F. Lewis, George Carney, Edward S. Boylston; Fireman Wm. J. Riddle; Wipers Clarence F. Peck, James E. Davis, Wm. T. Howell; 2nd Cook Forney Franklin; Messman Frank E. Spencer, John G. McWilliams and Ode G. Custer; also the Master Norris T. Ela, Ch. Mate Francis J. Trageser; Purser Joseph Churchwell, Ch. Eng. Wm. L. Gable, were lost.

Brother Kurt Gonska, a naturalized German, gave his arm in defense of his adopted country, and is still in a critical condition. Radio operator Paul Platt is also in the Hospital but his condition is reported as rapidly improving.

Brother Forney Franklin retired his book a short time ago and came back because he thought the outfit needed men. This was his second ship since coming back.

Brother Andy Asp's body was picked up out in the Gulf a day later and was buried today (Friday), by the company.

Both the Chief Eng. and the Skipper on this tub received nothing but the highest praise from all hands. The Chief, while the ship was under fire, made the rounds to see that no one was hurt so they could not make the boats. The Master was the best of the Skippers it was the gang's privilege to sail under. (Why is it the good ones get it—some that we could all name will come through with a medal and swelled head.)

The reason for such a high toll on this ship, was that the sub placed the business torpedo right under the last lifeboat before the boat cast off. Now some pie card who is talking about dicipline will prove the men lost their lives because of the lack of it.

DO NOT SHIP

Suspended for 6 months:
C. BOSVALD, No. 1850
Suspended for 99 years:
CLARENCE NORMAN No. 987
LEONARD TIR No. 5195

H. C. McFAIRLAND:
You are to appear at the New Orleans office to stand trial on charges of conduct unbecoming a member of the S.I.U.

MOBILE

By

OLDEN BANKS

Things have been very quiet around this part of the world for the last three weeks, since the submarines started their campaign in the Gulf.

Last week we established a Sub-Branch in Pensacola, Fla., at 114 East Gregory St., the telephone number is 8-1752. Brother James K. Shaughnessy, Deck Patrolman, is on deck to take care of any beefs that come into port there. He wants all Branches to put his Port on the mailing list if they will. He had a busy week to start out with, with three Bull Line ships in there and all of them wanting replacements and no men around to take the jobs.

He called me up about Thursday and stated that the Bull Line was gradually applying the "old Squeeze play" about if the Union could not supply the men the Company would get them from the Maritime Commission. So I just called up New Orleans and got Brother Armstrong to send some Maritime Commission men over to the ship. To be accurate about it the Company called the Martime Commission for five A. Bs. for the () in Mobile, and they got five Maritime Commission A. Bs. Well, the Captain of the ship did not like this brand of A. Bs. very much, so I decided to give the Company a full load of Maritime Commission men and really see if the Company could take it.

I got 3 more for the () in Pensacola. When they arrived aboard the ship the Captain went right up to the office squawking about the tin-can sailors and then we knew the Company did not want the Maritime Commission men. The Port Captain stated to not intend to call the Maritime the Patrolman that they did Commission until the ship was already to sail. Also, that he wanted to try and wait and get the men from the Hall if possible. So from now on there is no way in the world that that outfit can kid us about the Maritime Commission, because we know what the Company thinks about the "Can" sailors from Emory S. Land's factory.

Aid Fight On U-Boats

ELIZABETH CITY, N. C. —
The Navy today got another weapon with which to battle the Axis submarine menace off the Atlantic Coast when it commissioned a new lighter-than-air squadron at the naval air station here.

The commanding officer of the new group—C. P. Squadron 14—is Lieut. Comdr. Daniel S. Weintraub. No details were released.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

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SIU Survivors Extend Thanks To NMU Crew

Proving our old contention that most NMU rank and files are OK guys (but have been sucked in by a phoney leadership), here is an open letter of thanks written by a SIU crew that was torpedoed in the Gulf of Mexico.

May 28, 1942

Crew Members, S.S. Thompson Lykes
c/o National Maritime Union
201 Decatur Street
New Orleans, La.

Dear Sirs and Brothers:

We, the survivors of the crew of the () wish to extend our sincere thanks, for the whole-hearted co-operation of the crew of the S. S. Thompson Lykes.

Realizing that the Master, Officers, crew and Gun Crew, jeopardized their own lives to save those adrift in the life boat, words are inadequate to express our thanks.

When we were first brought aboard the ship, men on watch and men on their watch below all proffered everything from their clothes to their beds. The Stewards Dept. started the galley to going and every man in the crew and the gun crew gave wholeheartedly.

All survivors are unanimous in stating that a better crew could not be found, then the crew of the rescue ship. The BROTHERHOOD OF THE SEA has once again proven it is no catch word but an established fact in times of stress.

The Lieut. in command of the Gun Crew who gave medical attention to our injured brothers, deserves a vote of special thanks for his unstinted efforts.

Fraternally,
A. W. Armstrong, Agt. S. I. U. of N. A.
for the
Survivors of the ()

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

- EDWARD N. HINTON A. B.
- ANDY ASP A. B.
- JAMES WHEELER O. S.
- WREN REAGAN O. S.
- WILLIAM HOWELL Wiper
- RICHARD LEWIS Oiler
- GEORGE CARNEY Oiler
- EDWARD BOYLSTON Oiler
- C. W. RIDDLE Fireman
- CLARENCE PECK Wiper
- JAMES DAVIS Wiper
- FORNEY FRANKLIN 2nd Cook
- F. SPENCER Messman
- JOHN McWILLIAMS Messman
- ODE CUSTER Utility
- JOE VELA Pumpman
- ELIOT IVAN SHERRIS Messman

Seamen Map Plans For June International Conference

NEW YORK—ITF—An international basic wage for seafarers, improved safety measures, greater co-ordination of war shipping and use of manpower among the allied nations and other vital issues to be taken up at the forthcoming Conference of the Joint Maritime Commission of the I. L. O. were discussed at a meeting of the Co-ordinating Committee of the Seamen's Unions of the allied nations. The meeting was attended by representatives of the British, Belgian, Chinese, Danish, Dutch, Norwegian, Swedish and Yugoslav seamen and was held at the New York offices of the I.T.F., with which these unions are affiliated.

The international maritime conference will convene in London on June 22 and will be attended by representatives of seamen and shipowners of practically all the United Nations. Labor circles voiced the hope that one of the

principal results of the Conference will be the reorganization of the Joint Maritime Commission of the I.L.O. as a tripartite body composed of delegates of governments, workers and shipowners, instead of as at present merely of shipowners and workers.

The American seamen's movement will be represented at the Conference by an official of the S.I.U. yet to be chosen, and a CIO delegate whose name has not yet been announced.

Equalization of the allied seamen's wages, which in some cases differ as much as 100%, and post war problems will also be on the agenda of the London Conference which is considered of great importance in furthering the war effort of the United Nations.

The New York meeting was unanimous in its praise of the American shipping and other federal agencies for their help to the allied seamen.

AN SIU SERGEANT SENDS GREETINGS

Seafarers International Union
Hello Sailors:

Sure am glad to get the LOG every issue. It tells me how you fellow are trying and succeeding in keeping our ideals up under hot and heavy opposition. Keep up the good work.

There are a few seamen in camp and I always pass every copy on to some one else. Sometimes they come back to me all ragged and dirty—but they sure do circulate.

I think Sister Dillon's column is swell and sure do miss it when it isn't in. Great work Mae.

Fraternally,
Sgt. C. B. Wilson, A-6056
(retired)

Freezing Wages Works Only In One Direction - And It Isn't Toward The Bosses

All the hue and cry about rising wages causing inflation, comes from the bosses—and they aren't talking about their own wages either. While they are all against paying their employees a nickle more an hour, they're all in favor of boosting their own take.

Take a look at the following figures and see how the boys passed out the gravy in 1941. 1942 will see even greater mellow cutting.

Corporation—Executive	1940	1941	Percent Increase
American Airlines, Inc., C. R. Smith.....	\$ 33,500	\$ 50,000	49.2
Armstrong Cork Company, H. W. Prentis	100,000	125,000	25.0
Aviation Corporation, Victor Emanuel....	25,000	79,150	217.0
Bethlehem Steel Corporation, *Eugene			
G. Grace	298,144	357,724	20.0
Burlington Mills, J. Spencer Love	91,939	170,652	95.5
Cleveland Graphite Bronze Co.,			
B. F. Hopkins	50,000	75,000	50.0
Colgate-Palmolive-Peet, E. H. Little.....	131,463	306,193	133.6
Consolidated Aircraft, R. H. Fleet	35,942	57,291	58.4
Ex-Cell-O Corp., Phil Huber	101,485	135,227	23.7
General Electric Co., Ch. E. Wilson	135,000	175,000	29.6
Hercules Powder Co., Ch. A. Higgins	88,700	105,000	18.1
Mack Trucks, Inc., E. C. Fink	58,480	87,700	51.5
Martin (Glenn L.) Co., Glenn L. Martin..	40,200	60,260	50.0
Newport News Shipbuilding & Drydock			
Company, H. L. Ferguson	70,400	127,080	81.5
Nash Kelvinator Corp., Geo. W. Mason...	126,092	225,731	79.5
Penney (J. C.) Co., F. W. Binzen	47,974	72,058	50.0
Remington-Rand, Inc., J. H. Rand	92,781	125,138	34.5
Republic Steel Corp., T. M. Girdler.....	176,000	275,000	56.2
Schenley Distillers Corp., L. S. Rosenstiel	66,826	100,180	49.3
Sperry Corporation, Th. A. Morgan.....	147,243	181,480	23.3
Timken Detroit Axle Co., Walter F.			
Rockwell	24,300	77,250	218.0
Underwood-Elliott-Fisher, Ph. D. Wagner	105,580	138,660	31.3
United Aircraft Corp., E. E. Wilson.....	51,640	73,920	43.2
Westinghouse Airbrake, G. A. Blackmore.	83,100	115,800	39.4
Willys Overland Motors, Joseph W. Frazer	60,000	102,592	71.0

*Special remuneration only, exclusive of salary.

SHIPYARD MEN WIN CONTRACT

(Continued from Page 1)

to the National War Labor Board this winter and on April 24, 1942, the Board directed the Company to give the union its security clause.

Under the Board's ruling, union members in good standing on the day of the signing of the contract, or those who later voluntarily join, shall remain in the union for the duration of the contract.

Even Governmental pressure failed to force the management to bargain in good faith with its employees, and for a period last year the Navy took over the plant and ran it.

It now appears that what the War Labor Board and the U. S. Navy failed to accomplish — the forcing of the management into signing a decent contract — the solidarity of the workers has accomplished. The Union has grown in strength at the yard in spite of all the goon work and boss intimidation.

OUT OF THE FOC'S'L

(Continue from Page 2)

shark who bit Casey Jones died of ptomaine poisoning, and left 8 baby sharks without a mother . . .

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Gus Brown's wife was in New York trying to locate the wife of Ernie Misland to express her condolences on the death of her husband. Ernie had many friends and the old timers are soñry to hear of his demise.

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Don't forget, brothers, to shape up for that War Labor Front Parade next week. You must wear either a white or blue shirt, with a clean pair of blue dungerees and a white cap. We got to show up the NMU crowd. Everybody turn out.

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Labor Union Front

Industrial Council Predicts 42 Per Cent Jobless Rise

The Greater New York Industrial Council expects an increase in unemployment here from the present figure of 400,000 to 570,000 by Labor Day — unless more war - production contracts are awarded to the city.

The 42 per cent increase anticipated by Barney Conal, war service director for the Council, will come from industries affected by shortages of materials and replacement parts for machinery.

Industries surveyed by the Council include furs, jewelry, electrical supplies, shoes, furniture and needle trades, where a total of 170,000 more workers will be jobless at the present rate.

The estimate is supported by predictions that the rate of business failures will jump sharply after June 13, when manufacturers must stop using iron and steel in the production of 400 nonessential items, and by Aug. 3, when they must halt even assembling such articles.

Government to Run British Coal Mines

The British Government has decided to take over operation of coal mines, but it will leave ownership in private hands.

This decision is apparently the Government's compromise between labor agitation for fuel rationing and nationalization of the coal mines, and the strong Conservative opposition to interference with private control. Also involved in the decision is a series of recent mine strikes, affecting thousands of workers.

A new Ministry of Fuel, Light and Power will take charge.

Maj. Gwylm Lloyd George was named to head the Ministry. With the assistance of a National Coal Board of technicians, not including representatives of miners or owners, he will take complete charge of distribution and production of coal.

The Government announced a fuel ration of 855 pounds a person a year.

Union Dispute Halts Bennett Field Work

The long fight between Local 3, International Brotherhood of Electrical Workers, AFL, and the independent United Telephone Organizations has broken out anew and has stopped all electrical work at Bennett Field.

Local 3 claims that the United which it calls a company union, has been doing the type of work which Local 3's members always have done. United claims the work — drawing cables through conduits — always has been done by its men. United has refused to arbitrate.

So far, the walkout of 250 Local 3 members has affected only electrical workers.

Shipyard Workers Accept Wage Freeze

In line with FDR's proposal for equality of sacrifice, West Coast ship-repair workers have approved a wage stabilization agreement similar to that accepted by shipbuilding labor.

Paul R. Porter, Chairman of the Shipbuilding Committee, announced that the new agreement drops present provisions for double-time pay for overtime, establishes uniform premiums for various shifts, and suspends provisions for wage adjustments scaled to cost of living.

DOUGLAS AIRCRAFT INTIMIDATES WORKERS BY THE THREAT OF ARMY INDUCTION

Santa Monica.—The threat of the "draft" is continually held over the heads of aircraft workers employed in the non-union plants of Douglas Aircraft Co., where the lowest wages and the most inefficient production methods are allegedly in effect, Associated Labor Newspapers learned this week.

Whenever a competent machinist, tool-maker, metal-fitter, riveter or any other mechanic in the plant expresses displeasure with his working conditions and dissatisfaction with his wage scale, the threat of "draft" is held over his head by Douglas Aircraft officials.

That there is an utter lack of efficiency in the most vital departments of the plant, and that the workers are in constant fear of losing their jobs and being black-listed in all aircraft plants if they show any interest in union organizations were two of the well-founded charges hurled by a former Douglas employee.

"There is no efficiency in the metal-fitting department nor the tool-making department at Douglas Aircraft's Santa Monica plant," said William A. Aldrich, member of the AFL's International Machinists.

"I worked out there as a metal-

fitter at the princely starting wage of 70 cents an hour. Later I rose to as high as 80 cents an hour, and when I made them a die that would turn out 350 clamps for a motor mount in one and one-half hours in place of 50 clamps they had been making by hand in eight hours, I was offered the magnificent increase of five cents an hour."

Aldrich declined the big wage increase and promptly obtained work with the United States Department of the Interior in the Bureau of Mines at Las Vegas, Nev., where he is now employed as a machinist at \$1.37 an hour as compared to the 85 cents an hour he was offered at Douglas Aircraft.