

SIU PUTS HEAT ON CITIES SERVICE BUT COMPANY STALL CONTINUES



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No. 3

AFL Pledges Aid To Build World Labor Solidarity

MIAMI, Fla.—The AFL executive council pledged to "redouble our efforts" to build world labor solidarity and took steps to make the AFL stronger in the fight for a more abundant life here at home.

As the council neared adjournment of its midwinter meeting, the members:

1. Voted an invitation to be issued in 60 days to the International Association of Machinists to reaffiliate its 600,000 members with the AFL.

2. Urged aid to help India overcome its immediate food difficulties, develop public education and improve public health.

3. Gave full backing to the new International Confederation of Free Trades Unions formed in London last December.

4. Opposed U. S. recognition for Franco Spain and Communist China.

5. Urged the U. S. Senate to ratify the United Nations convention outlawing genocide — mass killing of national, racial and religious groups.

6. Demanded immediate congressional action to repeal excise taxes on transportation, theater tickets and other consumer items.

HEALTH PLAN INFO

7. Agreed to comply with a request of Federal Security Administrator Oscar Ewing to distribute among AFL members factual information on what the health insurance program supported by the AFL provides.

8. Heard Assistant Secretary of State Willard L. Thorpe explain the scope and effects of the International Trade agreement entered into at Havana last year.

The council and its affiliated departments disposed of a big backlog of other important business during the sessions here.

In reaffirming the AFL's dominant position in international affairs, the council made it plain that the 8,000,000 members of the AFL expect the United States government to stand firm in its opposition to communism and fascism wherever it is manifested throughout the world.

The council elaborated its previous approval of President Truman's point 4 program to aid underdeveloped areas. It emphasized the need for labor representation in the formulation of plans for technical aid to these underdeveloped nations.

LATEST VICTIMS OF CITIES SERVICE'S UNFAIR LABOR PRACTICES



Mass dismissals of Cities Service seamen suspected of Union activity continue at an appalling rate. Men in photo above got the axe on the SS Government Camp on Jan. 30. They were joined in filing unfair labor practice charges against the company by seven crewmen bounced off the Fort Hoskins on Feb. 3, and nine pro-SIU seamen fired from the SS Salem Maritime on Feb. 9. The Salem Maritime victims were discharged as company talked—but refused to bargain—with Union representatives.

NEW YORK, Feb. 9—Less than 72 hours after the SIU presented its case against the Cities Service Oil Company in full page newspaper advertisements addressed to company stockholders, the company hurriedly agreed to a meeting with Union representatives. The session was held yesterday.

Despite the day-long talks, there was no change in the company's attitude, and the meeting ended with Marine Division officials still refusing to enter collective bargaining negotiations for a contract covering all 16 tankers of the CS fleet, for which the SIU has been certified by the National Labor Relations Board.

The Union representatives urged the company to continue the meetings on a daily basis, saying they were ready to negotiate at any hour of the day or night, Sundays included, but the CS spokesmen stated the earliest date for the next conference would have to be Feb. 16. The SIU representatives said they would be on hand.

Prospects for genuine bargaining appear very dim on the basis of yesterday's sessions, and the SIU is continuing with its strike preparations.

The advertisements which touched off the company's desire to meet yesterday, appeared in the New York Times on February 2 and in the New York Herald-Tribune the following day. (The ad is reprinted on page 12 of this issue.)

In the advertisements, the SIU told the CS stockholders that the company "faces a paralyzing and costly strike which will affect all its operations, because its Marine Division refuses to recognize and bargain collective-

(Continued on Page 11)

Panamanian Ships Found Far Below Standards

Charges made by the International Transportworkers Federation, that Panama-flag ships operate under conditions far below internationally accepted standards, have been largely substantiated by an investigating committee of the International Labor Organization, according to an ITF report issued this week.

The ITF, with which the Seafarers International Union is affiliated, has been threatening a world-wide boycott of Panamanian vessels, unless steps are taken to raise standards to an acceptable level.

The committee's report was said to have been presented to the ILO's governing body at a conference in Mysore, India, and was based on first-hand observations of conditions aboard 30 Panamanian ships visited in ports in the United Kingdom, Belgium, France, Italy, Egypt and the United States.

NO REGULATIONS

According to the ITF, the ILO committee found that no regulations exist in Panamanian sea laws to give effect to the Safety of Life at Sea Convention, held last year, and the Loadline Convention.

Specifically the report is said to charge that there are no regulations to cover: Manning requirements.

Crew accommodations. Hours of work.

Overtime at sea. Food and catering on board ship. Certification of ship's cooks. Inspection of shipboard working conditions.

Nor are there any remedies enabling seamen on Panamanian ships to recover back wages, the report points out. No provision exists for the maintenance of seamen while they are being repatriated.

"ONLY PARTIALLY MET"

It was also reported that the committee found that Panama's legislation "only partially met the requirements of the Seamen's Articles of Agreement Convention and of the Shipowners Liability Convention."

The ILO committee is reported as finding validity in the ITF charge that under the Panamanian flag, shipowners can evade established safety and labor standards. What standards do exist aboard Panama-flag vessels were said to be very low.

During a study of one list containing 644 Panamanian-flag ships, the committee could trace only 423 of them through recognized classification systems.

Of the Panama ships not measuring up to standards set by Lloyd's Register of London, the

committee found that (1) either the equipment aboard was deficient, (2) the vessel was later removed from the register for developing defects, (3) the ship had been removed from the listing in default of survey, or for non-payment of fees.

The committee actually inspected 30 ships of various types. Of these, 20 were built between 1881 and 1919, four between the two World Wars and six after 1943.

In the report, the ILO committee is said to have pointed out that the Panamanian consular service lacked the size and experience to efficiently enforce existing legislation in regard to shipping.

The vast majority of Panamanian ships do not go to Panama for registration, nor do they normally trade with that country.

NO INSPECTIONS

As a result, there is no opportunity for Panama officials to make inspections aboard the ships in their home ports.

Moreover, most, if not all owners of Panamanian ships, live outside that country and are represented by an agent in Panama. Thus it is difficult to bring pressure to bear on an owner who failed to comply

with those regulations in existence.

According to the ITF, the committee urged Panama to enlarge its consular staff. Because masters and crews frequently are ignorant of the provisions of the country's laws, it was recommended that copies of regulations be given to shipowners and masters in their own languages and placed aboard all ships.

US Boneyards Own World's Largest Fleet

If anyone is wondering about "what happened to American shipping," maybe the following figures will prove interesting.

According to a recent survey, America owns more than one-fourth of the 12,765 merchant ships in the world—3,514 privately- and government-owned vessels totalling 37,417,100 deadweight tons. But—and this is the rub — 2,190 government-owned and 140 privately-owned ships, or two-thirds of the total, are in the boneyard.

And of the present fleet of privately-owned ships, only 44 are passenger-cargo ships, and four of these are laid up.

Class dismissed!

SEAFARERS LOG

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Slave Labor Exponents

There is an embarrassing similarity between the views of two sometimes not so widely separated schools of thought when it comes to appraising labor.

On the one hand, you have plain old Uncle Joe Stalin, overseer of the slave-labor camp known as the Soviet Union. Joe has already succeeded in reducing the people in his land to the position of serfs, from which they thought they were about to spring not too long ago. Stalin's posters scream that it's "all for the Fatherland."

And on the right hand, you have that element of American businessmen, who double as supercharged patriots. These are the birds who never give up the dream that one day they may see the American working men and women knocked down to the level of Stalin's unfortunate masses.

Their slogans may differ, but their objectives don't. And both have to be watched with equal caution.

A case in point is an editorial which appeared recently in the Washington Times-Herald, and which was called to our attention by a heads-up retired Seafarer named Edward McCormick.

For the editorial in question, the Times-Herald donned its well-worn patriotic masquerade and started off with a lament over the manner in which taxpayers' money is spent.

Without further ado, it launched into an attack on shipping subsidies, "explaining" how they would not be necessary if certain Times-Herald wisdoms were accepted.

And the Times-Herald cost-cutting genius went to work this way:

All you have to do to get rid of shipping and ship-building subsidies is to put the two on a paying basis. And that brilliant deduction, says the editorial, can be realized by cutting the cost of labor.

"The maritime unions, with the support of the federal government," continues the free-enterprising Times-Herald, "have forced operators to employ three shifts working eight hours at sea."

There's nothing to do aboard ship, says T-H, which then suggests that the "Panamanian navy" serve as a model for US ships. Then follows some stuff about how in Japan and elsewhere you can build ships cheaper than in the US.

That ought to give you the idea, if you haven't already suspected it, that the Times-Herald would like to put American workers on a daily diet of rice.

The plain ugly fact is that the Times-Herald, like other US business enterprises which subscribe to its vicious theories, is against subsidies that do not favor it alone. We don't recall the Times-Herald denouncing the US government for allowing it a subsidy in the form of special mailing rates. As a matter of fact, it is presently fighting, amid screams of anguish, a bill which would increase these postal rates.

Bear in mind that the Times-Herald has always been a vociferous opponent of organized labor and is absolutely opposed to unions.

Don't forget, either, that the Times-Herald is against advanced social security legislation. And the Times-Herald is continually ranting about reducing taxes—for the millionaires and the giant corporations, but not for the little guys who sweat for their wages.

Uncle Joe Stalin may not be particularly interested, but there are big guys on this side of the world who think exactly as he does when it comes to making serfs out of free working men.



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

STATEN ISLAND HOSPITAL

- E. J. SPROCH
- HENRY WATSON
- JOHN SCOTT
- M. J. LUCAS
- THEADORE ROZUM
- CIRNACO ESOLAN
- H. E. LOGE
- H. J. OUT
- L. D. DIOUDONNE
- R. GARCIA
- J. P. FARRELL
- F. D. WALL
- R. GRALICKI
- CARLOS MATT
- T. B. PATTON
- MICHAEL GOTTSCHALK
- K. JENSEN
- J. A. PILUTIS
- E. OJECA
- VINCENT RODRIQUEZ

NEPONSIT HOSPITAL

- WILLIAM PADGETT
- MATHEW BRUNO
- JOSE DE JESUS
- J. M. LANCASTER
- R. E. LUFLIN
- ESTEBAN P. LOPEZ
- CHARLES L. MOATS
- PEDRO G. ORTIZ
- R. REDDEST
- R. A. RATCLIFF
- THOMAS WADSWORTH

R. A. BLAKE

- L. BALLESTERO
- JOHN T. EDWARDS
- E. FERRER
- I. H. FRENCH
- JOSEPH SPAULDING
- JOSEPH SILLAK
- LUIS TORRES
- L. TULL
- FRED ZESIGER

MOBILE HOSPITAL

- T. LITTLE
- J. BERRIER
- L. HOWARD
- TIM BURKE

BOSTON HOSPITAL

- FRANK ALASAVICH
- F. BEN GORDY

BALTIMORE HOSPITAL

- L. YARBOROUGH
- E. HARRISON
- A. MASTERS
- S. ZAVODESON
- E. K. BRYAN
- J. G. HARRIS
- J. DAVIS
- P. E. DARROUGH
- R. C. MELOY
- A. C. BELT
- J. MARTINEZ

- G. BELL
- H. CONNORS
- W. D. WARMACK
- A. TANSKI
- J. MORRISON
- G. CARROLL
- I. F. WILLOUGHBY
- L. B. MORGAN
- J. SHEA
- T. MORIARITY
- F. KORVATIN
- A. MORALES
- L. WILLIAMS
- G. REGISTER
- S. BOZKE
- S. BUZALEWSKI

NEW ORLEANS HOSPITAL

- A. DEFERMO
- GEORGE NOLES
- J. J. O'NEILL
- E. J. NAVARRE
- J. DENNIS
- F. LANDRY
- H. F. LAGAN
- L. LANG
- L. WILLIS
- C. CHESNA
- A. PAREK
- R. BARKER
- L. BEAUDY
- C. EZELL
- P. ROBERTS
- A. MAUFFRAY
- N. I. WEST
- P. L. RAY
- J. J. CERDA
- C. R. BRACE
- C. F. PRICE
- O. HOWELL
- P. GAVILLO
- C. LYONS
- H. D. MCKAY
- L. TICKLE
- H. WILLETT
- R. J. EGAN
- R. I. VARN
- C. NEUMAIER
- W. W. LAMB
- W. HAZELGROVE
- W. HAYES
- W. WALKER
- C. J. PALMQUIST

Domestic Shipping Services In Bad Slump

By JOHN BUNKER

An announcement by the F. P. Grier Company of Norfolk that it hopes to start coastwise steamship service between the Hampton Roads area and Boston and Providence emphasizes the present sad state of our domestic steamship services, and the hundreds of jobs that have been lost to seamen because of the postwar slump in coastal and intercoastal shipping.

Many of the men now sitting around union halls up and down the coast—waiting for a chance to ship out—would soon find employment if some means were found of reviving the coastal lines.

CITES PLANS

Frank P. Grier, head of the new line mentioned above, says that his company plans to provide direct service from Hampton Roads to New York, and from Hampton Roads to Boston and Providence.

There has been no coastwise steamship service out of Norfolk since before the war. New York in prewar years saw many coastwise lines branching out from its harbor to touch seaboard points all over the nation, from Portland, Maine, to Portland, Oregon. Not so today.

The same is true of Boston, which in 1939 had seven coastwise steamship lines, with but one in operation today.

Although there are now more than 1,200 privately-owned freighters under the American flag, the number of privately-owned coastwise and intercoastal ships is almost negligible.

Before the war they comprised the greater part of our merchant marine, numbering 400 vessels of some 2,700,000 deadweight tons. Those that are now operating intercoastal are almost entirely on charter from the US Maritime Commission and are scheduled for return to the government next summer.

Our prewar intercoastal fleet alone comprised 150 ships of more than 1,400,000 d.w.t. Less than half this number are running between the east and west coasts today.

UNPROFITABLE

Even though our domestic shipping is protected by law from foreign competition, and the American flag has a monopoly in these trades, the domestic lines claim to have lost money steadily during the ten years or so before World War I. And this despite the fact they obtained their ships, for the most part, from the World War I fleet of surplus freighters on very good terms from the old US Shipping Board.

High costs of handling freight, plus intense competition from trucks, have been given as contributing to the unhappy financial position of the domestic lines before the war.

Now they have even greater problems to face in trying to revive prewar services.

"High cargo costs" have gone even higher. The ships they operated before the war have been sunk, been scrapped or consigned to other uses.

The postwar demands for moving freight call for greater speeds, anyway, and most of the prewar ships on the intercoastal

and coastwise runs would now be too slow for the business.

Yet the cost of building ships expressly fitted for modern needs is far beyond their capacity to pay for themselves under present conditions.

According to a study made by the United States Maritime Commission, the costs of handling cargo run as high nowadays as 60 percent of the freight rate that the domestic lines receive for their services.

This leaves from 40 to 50 percent to pay crews, terminal charges, vessel maintenance, depreciation (which the law stipulates must be taken care of over a certain period of time), administrative expenses, etc.

Small wonder, then, that the domestic steamship business hasn't attracted many independent investors!

Some hope of overcoming these difficulties is seen if the Interstate Commerce Commission, which now allows railroads to meet water competition by charging rates less than the steamship lines can quote, will reverse its position in favor of ship operators.

RATES ALONE NOT ENOUGH

Even with this advantage, however, it is felt that radical changes in cargo handling must come about to make the domestic steamship business a paying proposition.

Some innovations have already been suggested and are in process of being carried out. H. F. Alexander, well-known west coast shipping executive who operated the "H. F. Alexander" and other famous ships in prewar years, has been granted \$10,000,000 by the Maritime Commission to build a fleet of passenger-trailer ships which will carry highway trailer trucks as a means of cutting cargo costs.

The first two of these ships will soon be built for operation between Los Angeles and San Francisco. A future article in the LOG will tell about these vessels in detail.

Another interesting proposition toward reviving the coastwise lines has come from a shipping man by the name of W. H. Rutland in Washington, D.C.

His idea is to have the Maritime Commission sell 21 C-4 type vessels for conversion into a specialized kind of freighter for carrying truck containers.

These containers, of two standardized sizes, 50- and 30 feet in length, would be loaded at the shipper's store, factory or warehouse and be dispatched right to the pier, where it would be lifted from the truck and stowed aboard the ship.

PROCESS REVERSED

The process would be reversed at the other end of the line and the commodities would be delivered by truck without the expensive procedure of loading and unloading by winches, slings and hand labor.

Mr. Rutland would like the Maritime Commission to sell its C-4s for \$500,000, plus the cost of conversion and the cost of building enough standardized containers to equip a fleet of 21 ships.

Operators would then use the ships to revive such prewar domestic steamship services as the old New Bedford Line, which

ran between New York and N.B. for more than 50 years; the Old Dominion Line, which served New York and Norfolk for more than half a century; the Morgan Line, which operated between Boston and Houston; and the Merchants and Miners Line, which connected Boston, Baltimore, Norfolk and other seaboard points for 85 years. This was one of the many domestic lines which went out of business after the war.

FINISHED WITH ENGINES

Other coastal lines which have gone out of business during the past 20 years, after as much as 85 years of operation, are the Clyde-Mallory Lines, Savannah Line, Southern Steamship Company, Los Angeles Line (soon to be revived by Mr. Alexander); and the Bridgeport, Norwalk, New London, Norwich and Colonial Lines.

Since 1817, the coastwise and intercoastal trades have been restricted to American ships, and for over a century many of our ports have handled more domestic than overseas cargoes, with not a few of our seaboard cities owning their very existence and prosperity to the accessibility of raw materials and markets through domestic water transport.

This is especially true of New England cities, and the dominance which Massachusetts and Rhode Island enjoyed for so long in textile manufacturing came about because mills could be erected at any number of ports like Fall River, Providence and New Bedford, where cotton and wool could be cheaply imported and the finished products sent off to coastal points all over the United States.

A report by the United States Maritime Commission on our domestic shipping situation points out the fact that there were too many competing lines engaged in the business before the war, trying to share a decreasing amount of cargo, cargo which was going more and more to trucks, trains and even planes.

It is doubtful, therefore, if there will ever again be as many lines or as many ships operating in the domestic trades as there were in the 1930s.

HEAVIER HAULS

It is pertinent to remember that ships now being used on the domestic runs are Victories, Liberties and C-4s, carrying 2,000 tons, or more cargo than their predecessors did on the same runs before the war.

They are also from three to six knots faster. This greater

speed and carrying capacity means that a fewer number of ships and fewer seamen can do the job of a larger fleet in former years.

Our domestic coastwise lines alone, according to the Maritime Commission, handled 36,300,000 tons of cargo in 1939.

After the war, the Interstate Commerce Commission granted the old War Shipping Administration a certificate to engage in coastwise and intercoastal shipping until Sept. 30, 1946. After this time, it was hoped, private operators could get back in business on their own.

CHARTER FIELD

How overly optimistic this was is gauged by the fact that almost all of the ships in the intercoastal trade are now under charter from the government, with privately-owned vessels no more than you can count on the fingers of both hands.

"The importance of the coastwise trade to the national economy and to national defense," said the Maritime Commission, "dictates its preservation. The achievement of this objective will require the cooperation of the Interstate Commerce Commission, the Maritime Commission, the carriers involved, the labor unions and shippers."

TWU-CIO EXPRESSES 'SINCERE THANKS' FOR AFL AID

Transport Workers Union of America

Affiliated with the Congress of Industrial Organizations

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International President

GUSTAV FABER
International Secretary-Treasurer

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153 WEST 64TH STREET

NEW YORK 23, N. Y.

TEL. TRAFALGAR 4-3200

January 4, 1950

Mr. Ray White, President
Central Trades and Labor Assembly of Tampa
Tampa, Florida

Dear President White:

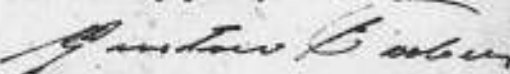
I have been advised by CIO Regional Director Charles Cowl as well as our International Representatives Jack Ryan and William Grogan of the splendid support extended to our striking Local 274 by the Executive Board of the Central Trades and Labor Assembly of Tampa.

On behalf of the International Officers of our Union, I want to express to you, and your fellow Board Members our sincere thanks for your very fine cooperation and public expression in our behalf.

This instance of labor solidarity between the AFL and CIO is most heartening, and symbolic of the meeting of minds by the AFL and CIO leaders at the recent world trade union meeting in London.

Again our very grateful thanks to you. You may be assured that should the occasion arise when we can be helpful to you, doing so will give us great pleasure.

Fraternally yours,



Gustav Faber
International Secretary-Treasurer

GF:dr
twu-100-cio

This letter to the Tampa Central Trades and Labor Assembly, from the CIO Transport Workers Union, is visual proof of the increasing friendliness between the two labor federations. Although there have been instances of inter-organizational solidarity before — the Seafarers have an outstanding record in this—only recently has this mutual aid been accelerated. The amiable relations in London, when the AFL and CIO helped set up the anti-commie International Confederation of Free Trade Unions, did much to foster this spirit, and AFL unionists are talking of achieving organic unity between both organizations in the near future. Toward this end, the AFL General Council, meeting this week in Miami Beach, Florida, voted to authorize its top officials to approach the CIO on this matter.

Tug Strike Ends; Pick-Up Looms For Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—The Ore Line ships are helping to keep things moving in this port. Shipping has been slow here, but Ore ships have been coming in pretty steadily, at the rate of about one every other day.

The tug strike in this port has been settled, and we're glad to report that shipping is resuming normal proportions. The tugmen, members of the International Longshoremen's Association, with whom we are affiliated through the AFL Maritime Trades Department, are a mighty important factor in the docking of vessels, as the strike proved.

Skippers were cussing as they had to bring their ships in without tugs, and vessels and docks took a terrific banging in the process.

MILL STRIKE

Other activity on the Baltimore labor front centers around the strike of the mill workers. The SIU is helping these people in every way possible, and is attempting to line up the support of other unions in this area.

This strike has been in progress for about three months,



with nothing happening. However, it is hoped that the company will take a different viewpoint, now that strike activity is being stepped up.

The March of Dimes drive for the fight on infantile paralysis is under way, and this is one outfit that deserves the support of everybody. The National Foundation for Infantile Paralysis has done a wonderful job in helping out children and adults hit by the disease.

FULL HELP

Any worker's family hit by polio can get help in the form of medical treatment, transportation, special braces and any other kind of gear needed by polio victims by merely applying to the local chapter of the Foundation.

If we all join the March of Dimes and give our share, there's a good chance that the fight on polio will be successful.

The state of shipping in Baltimore and other ports ought to show those in our government the inadvisability of giving our ships away to foreign maritime nations.

Foreign ships are becoming more and more active, and American ships are rusting in the boneyards and seamen are sitting on the beach.

And, despite this, the government maritime schools are still turning out thousands of guys, who are only complicating the already tough employment situation for experienced seamen. It's about time someone took a clear look at things — and did something about it.

DUTCH TRADE UNION OFFICIALS VISIT SIU



During recent tour of New York waterfront, representatives of Holland's major unions stopped off at SIU Headquarters in New York to observe Union Hiring Hall and rotary system of shipping. From left to right: H. Kaper, Secretary of the Building Trades Union, Amsterdam; Paul Gonsorchik, SIU Dispatcher; R. Laan, President of the Transport Workers Union, Rotterdam, and J. van Eibergen, Chairman of the Christian Building Trades Union, Utrecht. Visitors were here under auspices of ECA.

New York No Exception In Shipping Slump

By JOE ALGINA

NEW YORK—This port was no exception to what seems to have been the rule for shipping in the past two weeks. All has been rather quiet.

Not that the Patrolmen weren't kept busy, however. For payoffs we had the Seatrains New Jersey, New York, Texas, Havana; the Isthmian ships St. Augustine Victory, Steel Maker and Steel Rover; the Waterman scows Choctaw, Fairland and Azalea City, and the Bull Line vessels Dorothy, Kathryn, Elizabeth, Puerto Rico, Suzanne, and Inez.

Boston Shipping Is On Dull Side

By BEN LAWSON

BOSTON—In-transit ships constituted the principal activity for this port during the past two weeks. Otherwise, shipping was dull.

The callers were the Greeley Victory, Waterman; Santa Clara Victory, Steel Rover, and Steel Maker, Isthmian; Canton Victory, Waterman, and the Dorothy, Bull. The SUP-contracted tanker, SS Cache, was also here and took a few replacements.

There were some beefs on the Steel Rover and the Santa Clara Victory. They will be settled at the payoff port.

ON THE BEACH

Freddie Johnson and Don Hodge are among the Seafarers on the beach in Beantown this week. In the Boston Marine Hospital are SIU members Frank Alasavich and F. Ben Gordy.

It was with deep regret that we learned of the passing of Shipping Commissioner Leo Quinn this week. We feel that seamen have lost a good friend.

We've had some mighty strange weather up this way so far this winter. The other day we got an advance taste of summer, with the temperature bouncing up to 71 degrees. Winter was back the next day when a foot of snow covered the ground.

In addition, we had the Ames Victory, Victory Carriers; the Trinity, Carras; The Cabins and the Bull Run, Mathiasen.

The Dorothy and the Inez went into layup pending settlement of the sugar workers' strike in the Islands. They join the Ann Marie. These vessels will be reactivated upon conclusion of the beef.

On the sign-on side were the following ships: Frances, Bull; Marquette Victory, Steel Flyer and Steel King, Isthmian, and the Robin Mowbray. All the Bull Line ships signed on again, as did the Seatrains, the Bull Run, Trinity and The Cabins.

There were very few beefs on these ships and all were settled okay.

We'd like to issue an important reminder to men sailing the Robin Line ships, especially. Some of the crewmembers of these vessels have very unwisely missed ships on the African run and have gotten "lost" in the jungles.

JUGGED

Not only are these fellows subject to the fine imposed for missing ship, but the government down in South Africa has been making it mighty tough for them.

Men have been tossed into the clink for as long as four months. Ater being held for that length of time they've been put aboard the first passenger ship arriving in port bound for the States. And the rub is that the fare for this passage has to be paid by the victim.

So, watch out. Don't miss those ships.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the doorman's — or your own — time by arguing this point. Observe the rules you make.

We notice that the Army and Navy are still operating as though they were in the shipping business. Ships operated by both branches of the service are carrying cargoes in competition with private operators.

Several months ago Senator Warren Magnuson called attention to this matter, and agreed with the unions that the Army and Navy ought to keep out of the cargo-carrying business.

They're still at it, however, and it seems that legislation should be enacted to halt this practice.

Oh, yes — your 1950 assessments are due. The wise thing is to take care of this matter at the earliest possible moment, so that you can forget about it for the rest of the year.

Seattle Reports Fair Shipping

By WILLIAM MCKAY

SEATTLE — Seattle shipping has been fair.

We've been kept busy at times contacting SIU-contracted ships in the outlying ports—the SS Mobilian in Raymond, SS Ponce de Leon in Aberdeen and SS Hastings in Olympia.

In addition, we paid off the Citrus Packer in Portland. These are all in the day's—or night's—work. We got to the Mobilian at 8 o'clock at night to investigate the death of Brother Allan McMillan, Chief Cook, who was reported missing at sea after a fire had started in his room.

STUCK ON MOUNTAIN

We arrived back in Seattle at 3 AM after being stuck on the mountain road. Then a hurry call from the Mobilian's Delegate, and back we went to board the ship at 11:30 PM.

We caught some sleep aboard the vessel, then called the boys to a meeting at 8:30 AM the next morning. Everything was straightened out.

At present, there are 13 book-members and 23 permits registered for shipping in the Seattle Branch.

Mobile Invites All Seafarers To Hall Opening

By CAL TANNER

MOBILE—Shipping in the Port of Mobile for the last couple of weeks was dead slow, with approximately 88 men shipped during the period. There were 11 payoffs, 13 sign-ons and three ships in-transit.

Ships paying off were in good shape. They were the Monarch of the Sea, Fairport, City of Alma, Iberville, DeSoto, Wild Ranger, Morning Light, all Waterman; Clipper, Cavalier, Puritan, Alcoa, and the Coral Sea, Orion.

Signing on were the Clipper, Cavalier and Puritan, headed for the British West Indies; Monarch of the Sea and Wild Ranger, bound for Puerto Rico; Iberville and DeSoto, resuming their coastwise runs; City of Alma and Fairport, destined for Mediterranean ports, and the Steel Inventor, bound for Java.

TAKE REPLACEMENTS

In-transit were the Bessemer Victory and the Greeley Victory, both coastwise vessels, and the Alcoa Ranger. All of these ships were contacted and necessary replacements furnished.

The Mobile Marine Hospital lists the following Seafarers as patients this week: T. Little, J. Berrier, L. Howard and Tim Burke.

Among those waiting to ship from the Mobile Hall are D. E. McNeil, H. N. Eby, Jack Adams, W. C. Smith, Lionel Jackson, R. Bell, C. E. Seymour, B. A. Darnell, D. M. Saxon, C. E. Long, B. Veiner and O. J. Carr.

A new contract has been signed covering the two big tow-boat companies in this port. The contract will run until January, 1951, and is essentially the same agreement obtained last year which, incidentally, is the best in the business.

At long last, it looks as though we will have the formal opening of our renovated Hall around February 15, all major alterations having been completed.

It will take about a week to get the place cleaned up and in shape for the opening. All Seafarers down in this neighborhood around February 15 should be sure to drop into the Hall.

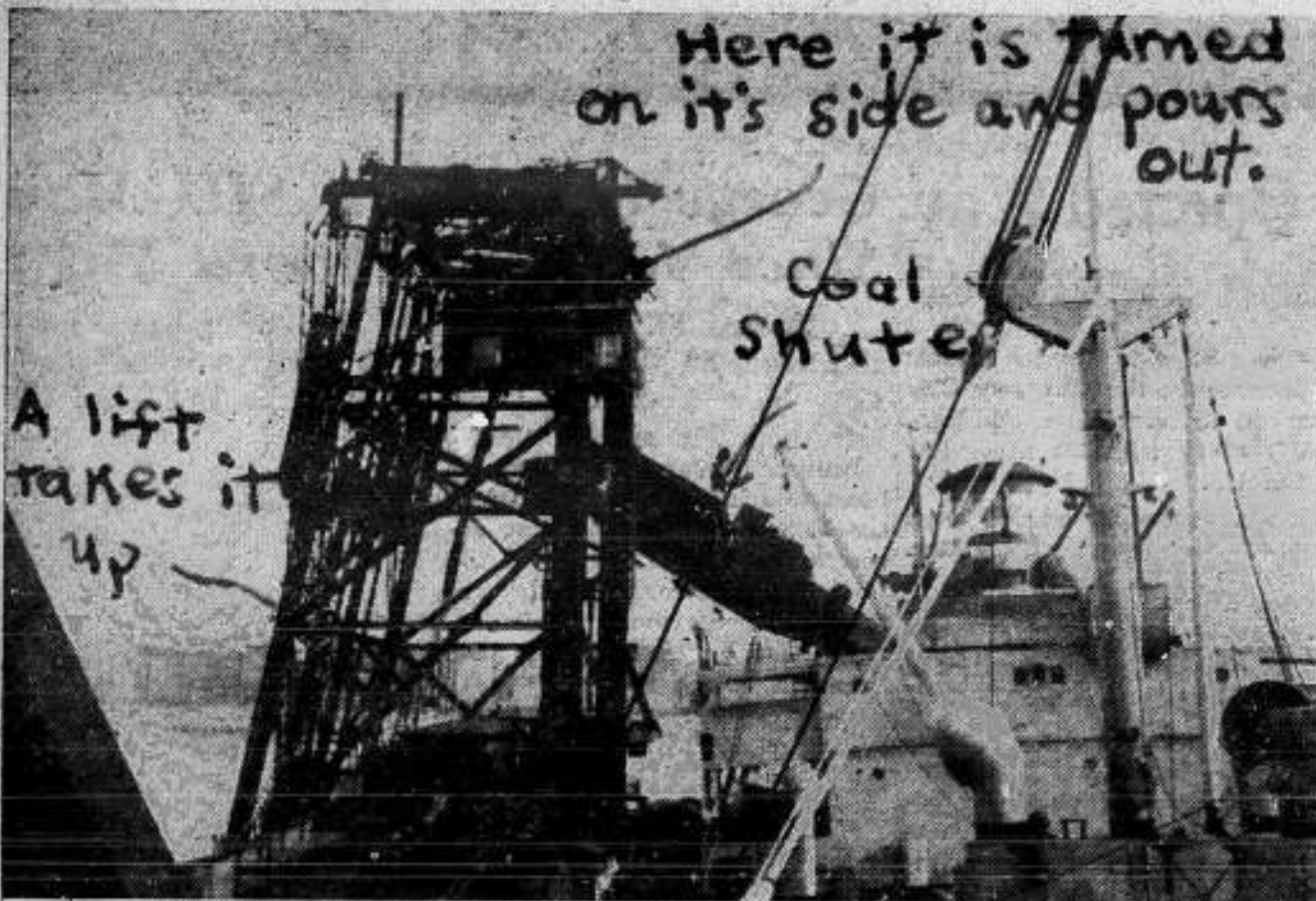
Word has just been received from the Mobile Marine Hospital that Brother Raymond Foster, Steward, died there of a heart ailment. The boys in the Hall sent a floral wreath to the funeral. All hands extend their deep sympathy to the family of Brother Foster.

Log Subscribers

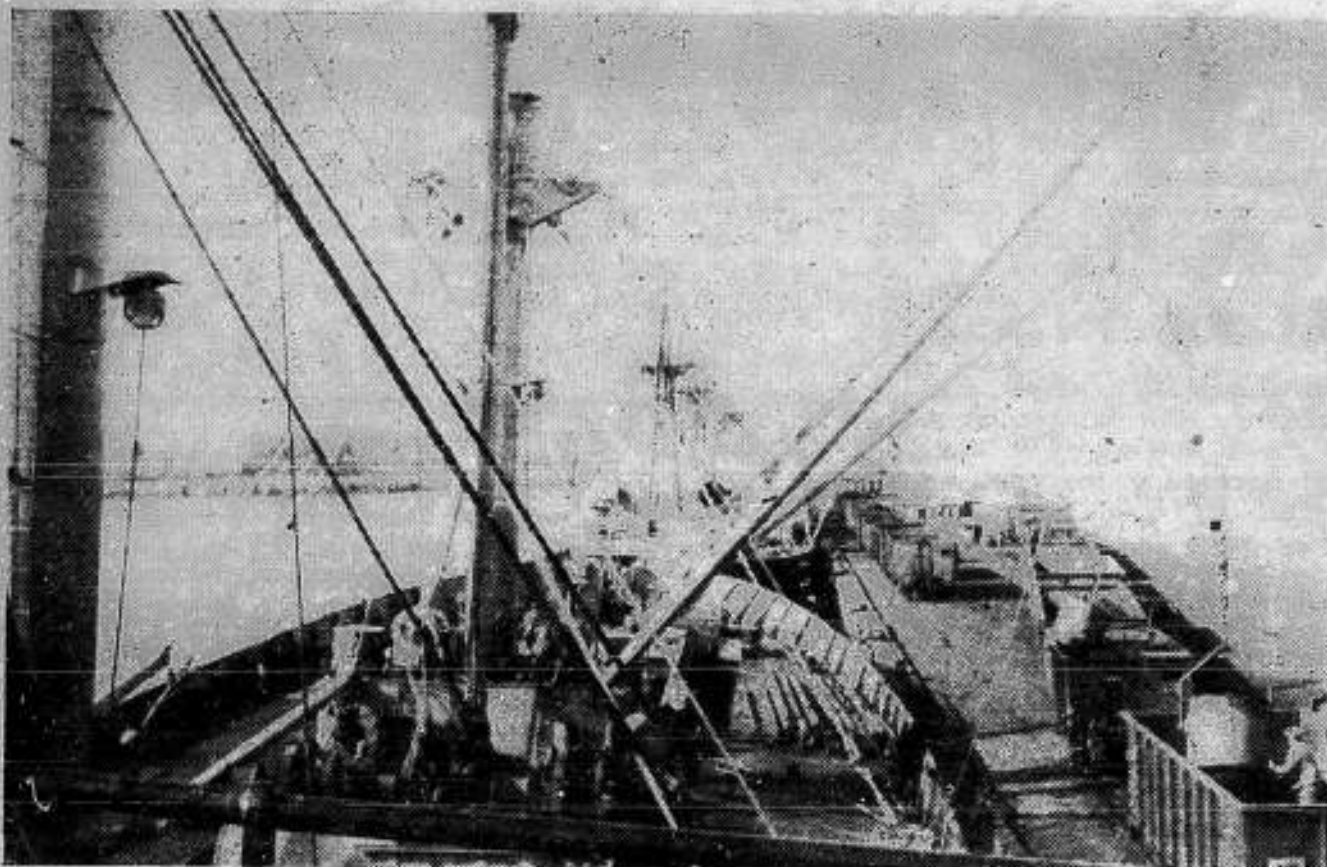
Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

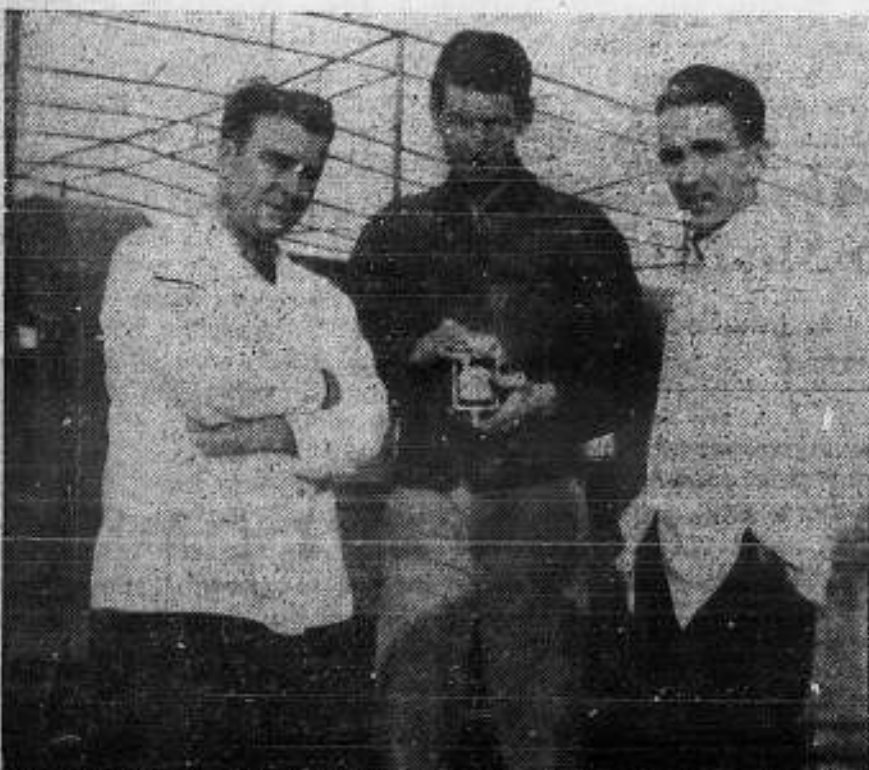
Seafarers Cover World's Waterfronts



Cargo handling methods here and abroad always interest Seafarer Glen Vinson, who takes notes with his camera. In photo above, Glen shows modern machinery used in loading coal on vessel at Edgewater, N.J. Coal car has just entered elevator and is about to be lifted to point where it will be turned on side and contents dumped through chute into ship's hold.



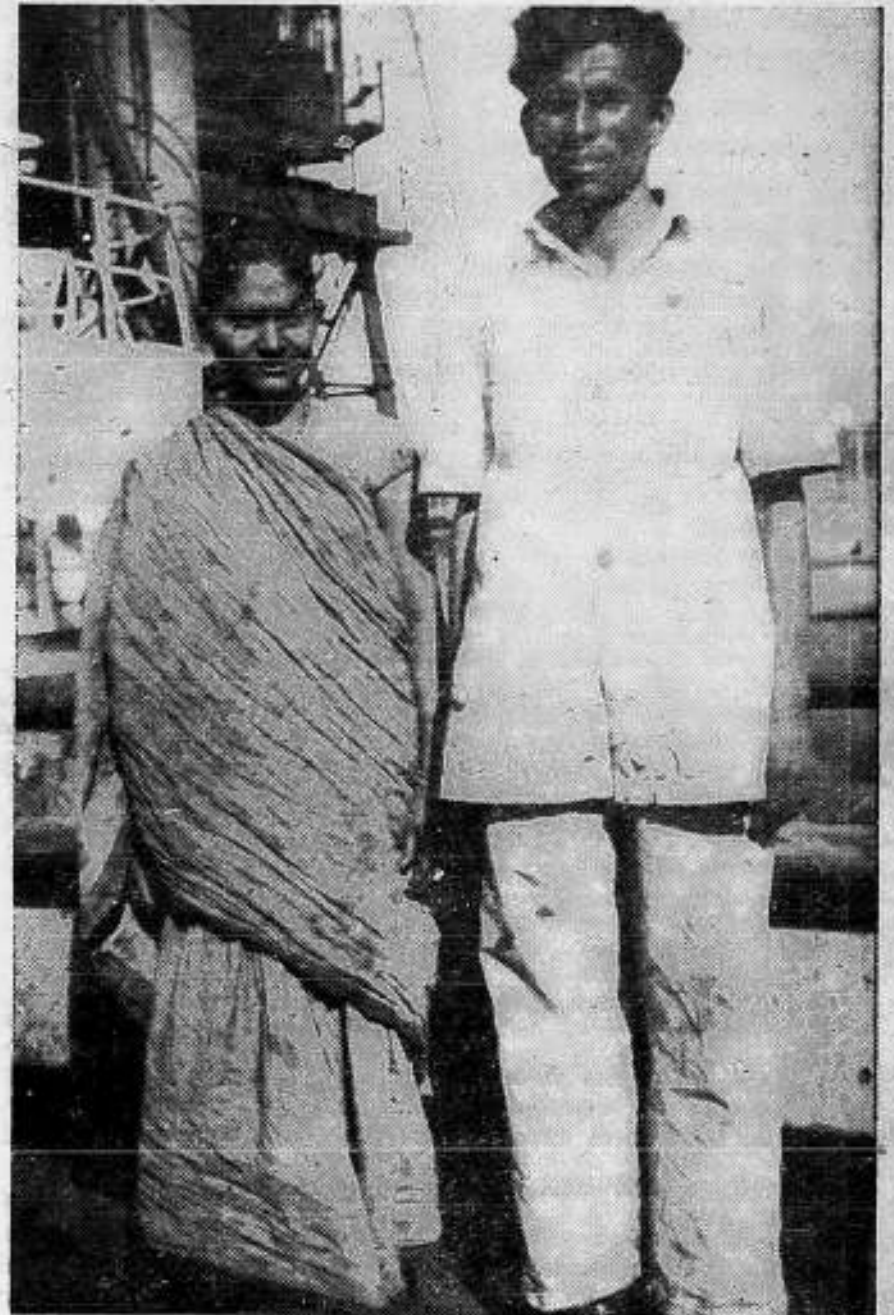
Vinson was on hand with his camera when ship tied up at Cherbourg, France, where coal is transferred to railroad cars in buckets.



The SS Golden City has its complement of cameramen. Here ship's photographer Bill Barth (center) reverses usual procedure by posing himself. He is flanked by Barney McNally (left) and Tom Walker.

Almost every mail delivery brings to the LOG photographs taken by Seafarers on Union-contracted ships throughout the world. A considerable portion of the shots, of course, depict the photographers' shipmates at work or relaxing during time off. But many of the pix show that SIU cameramen have an eye for interesting sidelights of a voyage.

The photos on this page are a sample of the recent observations made by SIU lensmen in far-flung ports.



This man and wife are longshore workers in Vizagapatam, on the Bay of Bengal, India, but the feminine half of the team does the muscle work. While hubby does the checking, the delicate-looking lady unloads cargo down in No. 5 hold—for 12 hours a day, from 6 AM to 6 PM. Each gets one rupee, or two bits, for the day's work, according to Seafarer Vic Litardi, who took the picture.



This quartet of Seafarers from the crew of the Alcoa Clipper was photographed at the entrance to the country club in Trinidad, BWI, during a recent stopover. From left to right are Bill Marion, Johnny Bluelock, Goodwin and Bud Callahan. After obliging the cameraman, the lads continued on their way to the swimming pool where they paddled around to keep waistlines down. Dick Martinez submitted the photo.



SHIPS' MINUTES AND NEWS

1942 Transfer To Gateway City Opened Way To US Citizenship For British Seafarer

Back in 1942 when he transferred from a British merchant ship to the SIU-contracted SS Gateway City in Loch Ewe, Scotland, Ernest (Scotty) Aubusson wasn't giving much thought to the future.

As things developed, though, the Gateway City opened the way to a new life for Brother Aubusson. Last month, he became a full-fledged American citizen.

"I'm happy and proud about it," says Scotty, and its easy to see he means it.

Scotty is especially grateful "to the SIU and to the many friends I've made among Seafarers whose helpful advice will help me be a better citizen."

The English-born Seafarer says he never dreamed that the switch-over to the Gateway City would prove to be a stepping stone to American citizenship. In the summer of 1942 he was



ERNEST AUBUSSON

aboard a British ship in Loch Ewe, Scotland, when the Gateway City arrived in port.

The SIU-contracted vessel was in need of an AB and under the wartime arrangement between England and the United States, Scotty signed on the Gateway City to fill the vacancy. After a

few months of a Russian winter in Murmansk, the Gateway City returned to New York and provided Scotty with his first view of the US.

Aubusson was issued SIU book No. 24938 in New York on Mar. 5, 1943 and has been sailing as a Seafarer ever since. Upon joining the SIU, Scotty took steps to get the citizenship which became final last month.

After expressing his appreciation to the Union and his Brothers for their friendship and cooperation, Aubusson had a special word of advice to alien members.

"I urge all aliens in the SIU to make every effort to obtain their citizenship papers," he said. "I can assure them that they will find all hands very cooperative. And any effort will be worthwhile."

Scotty took another important step last year. He married an American lass on Feb. 14—St. Valentine's Day. So his first anniversary will be cause for a double celebration.

George Stevenson, SIU Man Since '43, Dies Aboard Yaka

George H. Stevenson, who died of a heart attack aboard the SS Yaka on Dec. 3, was buried in Sailor's Cemetery, New York City, on Dec. 23, the LOG has been informed. He was 61 years old.

Brother Stevenson suffered the heart attack several hours before the Yaka arrived in Panama, according to Lonnie Lonski of the Deck Department. The body was taken ashore, where an undertaker made arrangements for shipment to the States.

Another SIU-contracted ship, the SS Twin Falls Victory, passing through the Canal Zone en route to Brooklyn, paused to take the casket aboard for delivery to New York.

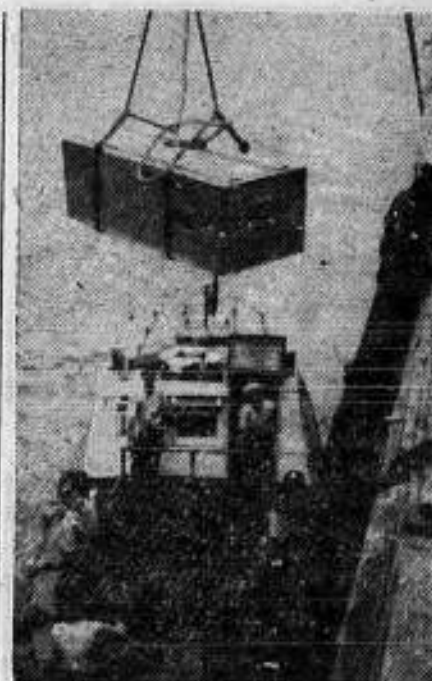
MADE MURMANSK RUN

Brother Stevenson, a Chief Cook, joined the SIU in April 8, 1943 and had sailed on one of the first convoys to Russia during World War II.

"The entire crew of the Yaka mourned the passing of Brother Stevenson," Lonski said. A collection was made and the proceeds forwarded to the late Seafarer's wife, Cecilia, who resides in New York City.

Mrs. Stevenson expressed her appreciation to the Yaka crew and also to the men of the Twin Falls Victory for their condolences.

Brother Stevenson held Book



Casket containing body of George Stevenson is taken aboard Twin Falls Victory in Panama for last voyage to New York. Photo by Chief Electrician Merwyn Watson.

No. 25245 and was in good standing at the time of his death. The Union paid for burial expenses.

SS Puerto Rico's Shipboard Publication Is Product Of Hard Work And Cooperation

(The author of the following article is a Stewardess aboard the SS Puerto Rico.)

By HILDA REVESZ

The SS Puerto Rico sailed on her maiden voyage from New York on August 18, 1949. During that first trip the idea of publishing a newspaper for the crew was conceived by George Boney, our first editor, and Kenneth Eckholm, our present editor, with the aid of a few other enthusiastic crew members. It was at that time the Advocate was born.

The first issue consisted of two pages which were finally put out after many difficulties. We had to borrow the Chief Steward's typewriter to cut our stencils, and obtain permission from the Purser's office to use their mimeograph machine. When George Boney left us, after our second voyage, Kenneth Eckholm inherited the office of Editor. Working under difficult conditions was a strain for the entire staff until we finally got permission from the membership to buy a typewriter and a mimeograph from the ship's fund.

Brother Eckholm took his problems to Headquarters officials. They seemed eager for us to continue our paper and offered their help. This help consisted of lending us a typewriter and a mimeograph machine till

such time as those machines were needed in the SIU Hall. These machines have done much to keep the paper going.

The Advocate's policy has always been to back our union 100 percent. In addition, we have endeavored to encourage our brothers and sisters to hold open discussions on ways and means of keeping SIU tops in the maritime unions. In order to keep the Advocate interesting to all, we added a sport page, a scandal page and also photographs of various crew members either at work or play.

PLENTY OF WORK

The duties of each staff member are many and varied. The Editor, Kenneth Eckholm, and Associate Editor Hilda Revesz, write many of the articles, arrange the layout of the paper, gather material and sometimes even help cut the stencils. The Executive Editor, Stanley Hawkins, cuts stencils also and gathers material. It is also one of his duties to oversee the distribution of the paper.

We have two Managing Editors, James Golder and James DuBose. They are in complete charge of the advertising and photography. Our advertisers have helped us to become self-supporting so that we don't have to draw on the ship's fund for expenses. They also contribute to our editorial page.

There are two directors of publication, Edward Glazder and George John. They are responsible for running off the paper on the mimeograph machine and then distributing it to the crew members. They also are in charge of our mailing list which is large. Copies of the Advocate are mailed to all SIU branch offices as

well as to SIU passenger ships and former crew members of the SS Puerto Rico who wish to be kept informed of the ship's activities.

Our sports page is kept alive by Roy Grundner. While the ship's sport life is confined to softball, our Sports Editor helps gather other material when his assigned duties are over. The board of directors consists of Edward X. Mooney, Nick Wuchina and Reed Humphries. They also contribute articles every issue. We have also accepted many literary contributions from various members of the crew.

These are the many things that make up the Advocate. We will continue the publishing of our paper as long as the interest and enthusiasm remains. We hope that will be for a long time to come.

Crew Of The Cabins Favors Annual Levy To Sustain Log

Seafarers aboard the Mathiasen tanker SS The Cabins are in favor of an annual assessment to finance publication of the LOG.

In a resolution adopted at the Jan. 21 shipboard meeting, the crew proposed that the question of a five-dollar levy be submitted to a referendum vote. The resolution was signed by 25 crewmembers.

The text of the resolution follows:

"Whereas: The SEAFARERS LOG is an annual drain on the General Fund, and

"Whereas: We are going to ballot on the credit union and vacation questions, and

"Whereas: There has been com-

Voice Of The Sea

by "SALTY DICK"

Donald Strong would like his SIU friends to write to him care of the Central Alberta Sanatorium, Calgary Altar, Canada. He may be there for a long while. . . The crew of the SS Del Norte helps to support the Bethlehem Orphan Home by donating a sum of money every trip.

Many of us stop over at St. Thomas, V.I. to refuel. The most reasonable place to buy in that port is the Bolero. . . Adolfo Capote says he's willing to take any ship as long as he's home every week.

Several times I went shopping in New Orleans and twice I was taken for a floorwalker. Now I'm afraid to enter department stores. . . Ivan During tried to join the Salvation Army and was told he had a long wait. He generally ships out as a Waiter. . . In New Orleans, movies are reasonable. Quite a few of the gang can be seen at the Strand-Joy.

A suggestion: All members of our Union should stop at the Halls, whenever possible. This applies to men working asea and ashore. . . Herman Troxclair's wife is sick and the bills for medical expenses are mounting.

A certain Brother likes to "put on" while in New Orleans. He visits the most fashionable hotels and restaurants. One day he came face to face with people he had met a few nights previously and was his face red. They were cruise passengers on his ship and he waited on their table.

While on the beach waiting for a ship, Arthur Kirwin Jr. painted his parents' house white with green trimmings. . . Not mentioning any names, but a guy whose initials are F.U. almost bought a Nash car with a bed in it, until he asked for a sink with running water. The salesman said he couldn't fill the order. . . Met Joe Hilton again after a number of years and he wants to be quoted as being against homesteading.

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Digested Minutes Of SIU Ship Meetings

VENORE, Nov. 27—R. E. Dickey, Chairman; H. B. Vincent, Secretary. Everything on order in the departments. Motion carried recommending that Union and company meet to work out plan whereby watches can be placed in the same rooms. Sanitary conditions on ships discussed, also ways and means of getting along in good Union manner. Under Good and Welfare, shipboard conditions were discussed. One minute of silence in memory of departed Union Brothers.



SEATRIN NEW JERSEY, Dec. 19—Robert Adams, Chairman; John J. Jelletto, Secretary. Engine Delegate asked men to lessen noise near foc'sles. Ship's Delegate reported that Brother Lester had spent \$30 for movies for crew's recreation and that Chief Cook had spent \$6 for Christmas decorations and suggested that men chip in to reimburse these two at payoff. Best wishes extended to Joe Rylick who is leaving ship, and who has been a good shipmate. Under Good and Welfare Bill Gray read Christmas message written by John Jelletto.

PONCE DE LEON, Nov. 26—William Bolton, Chairman; John Menville, Secretary. No beefs, except for disputed overtime for Electricians. Ralph Grosch elected Ship's Delegate by acclamation. Washing machine to be checked and repaired if necessary. Newly elected department delegates are: Dick Carpenter (Deck); Murry Wilerson, (Steward) and Matthew Nolan, (Engine). One minute of silence in memory of departed Union Brothers. Crew wished all hands a Merry Christmas and Happy New Year.



MORNING LIGHT, Nov. 29—Homer Ringo, Chairman; Tromer, Secretary. Delegates reported no beefs. Under Good and Welfare the following were discussed: Washing machine, repair lists, overhauling of galley range, practice of company guard preventing men from going ashore until after ship has been cleared by agricultural agent, accident in which Wiler fractured his wrist. Hearty vote of thanks was given by all hands to Stewards Department for the wonderful dinner and decorations set up for the Thanksgiving dinner.

SS BESSEMER VICTORY, Dec. 6—Chairman, Edward Cole; Secretary, Lester R. Watler. Engine and Stewards Delegates reported no beefs; Deck Delegate reported two hours disputed overtime. Motion by Scott, carried, that complaints about leftover food be made to the Steward through the Delegates. Motion by Cain, carried, that at least two delegates and the Steward check the stores. Education: Cole requested each member to read Bulletin of Dec. 2, especially the section regarding the Welfare Fund. Good and Welfare: Request made that Engineers check the radiator valves.

SS STEEL EXECUTIVE, Dec. 8—Chairman, D. McKeel; Secretary, A. Brodie. Delegates reported no beefs. Grice made motion, carried that Ship's Dele-

gate give all information on man who jumped ship to Patrolman upon ship's arrival in New York. Two permitmen recommended for books. Good and Welfare: Ship's Delegate reported that it was important that repair work be done this trip. Men getting off were asked to leave their rooms clean and return linen to Steward.

SS YAKA, Dec. 4—Chairman, John Thompson; Secretary, Fred Litsch. Repair list made up and approved. New Business: Motion by Lonski, carried, that Patrolman check medical supplies and shortage of medical instruments. Education: Thompson spoke on air-mail Bulletin's request that crew write Congressman Heller. Crew was urged to write the Congressman thanking him for his interest in the preservation of the maritime hiring hall. Good and Welfare: Suggestion made that Day Men and men off watch refrain from taking coffee out of percolator till watch is served. Suggestion made to take up collection for widow of George Stevenson, who passed away aboard ship on December 3.

SS MICHAEL, Nov. 11—Chairman, J. Felton; Secretary, Lawrence Richie. Delegates' reports accepted. Motion carried that Delegates assist department members in making out repair lists. One minute of silence for departed Brothers.

SS BEATRICE, Dec. 11—Chairman, P. Bobbregt; Secretary, R. Pennington. Delegates reported no beefs. New Business: Motion carried to keep doors in passageway open while at sea. Crew voted in favor of motion. Wipers requested that Patrolmen see about cleaning gear for sanitary work.

SS ROBIN MOWBRAY, Nov. 14—Chairman, J. Sansel; Secretary, J. O'Connor. Delegates reported all smooth. Good and Welfare: Discussion on keeping quarters, showers, heads clean. Ship's Delegate Sansel praised air-mail Bulletin.



SS PETROLITE, Dec. 4—Chairman, Joseph Bourgeois; Secretary, H. Rosenstiel. Delegates reported no beefs. Ship's Delegate reported that soap powder had been obtained and fans would be repaired as soon as parts were delivered. Motion by Perez to select committee to study possible amendments to present tanker agreement. Two men from each department elected to make study and present recommendations at next meeting. Ship's Delegate to see Captain concerning practice of officers painting their rooms. Good

and Welfare: Crew asked to cooperate in keeping shoresiders out of messroom. One minute of silence for Brothers lost at sea.

SS DEL ORO, Dec. 4—Chairman, J. P. Shuler; Secretary, G. Gillispie. Delegates reported all running smoothly. New Business: Motion by Gillispie, carried, that crew boys not be allowed inside midship house, with the exception of the crew messman and the Wipers. Good and Welfare: Suggested by John Linn that crew write Congressman Heller thanking him for his praise of the SIU New York hall and his backing of the maritime hiring hall. Suggestion made that Ship's Delegate write the Editor of the LOG to express crew's appreciation of the air-mail Bulletin. Suggested by J. P. Shuler that more time be devoted to education.

SS SWEETWATER, Dec. 24—Chairman, Max Lipkin; Secretary, Ted Dyson. Delegates' reports accepted. New Business: Brother Wilisch elected Ship's Delegate. Wilisch suggested sending letter to Hall with repair list, and request Patrolman meet ship to straighten out confusion in Stewards Department. One minute of silence for Brothers lost at sea.

SS COUER d'ALENE VICTORY, Nov. 20—Chairman, Sigurd Anderson; Secretary, Dave Buckley. Delegates reported small amount of disputed overtime. Discussion on Captain eating special food. Question raised as to where he gets the food and whether he really has stomach trouble as claimed. Better quality-food asked.



STEEL WORKER, Dec. 26—W. Borreson, Chairman; G. Brown, Secretary. Brother Zanelli elected Ship's Delegate. Discussion on two new ships which the Bernstein company is trying to place in passenger service. Suggested that collection be made for athletic equipment. Agreed that sanitary men are to keep library, slop locker and laundry clean. Each man is to take good care of washing machine. Vote of thanks given Stewards Department for fine Christmas dinner. Suggested that crew thank Captain for Christmas tree and gift. All were asked to cooperate in turning over unused linen to Steward.

DEL SUD, Dec. 25—Leonard Munna, Chairman; Edmundo Sepulveda, Secretary. Anti-Trotskyite resolution passed at shore-side meetings was adopted unanimously by ship's crew. Delegates reported. Librarian asked men to return magazine and books to library before voyage ends. Motion carried calling for immediate shipboard meetings upon receipt of shoreside resolutions or important Union literature. Committee was elected to draw up a set of working rules for a future ship's fund. Pat Donahue stated that two bats were sold to Argentine ball players after sale was approved by ship's team. Money was turned over to Ship's Delegate for replacement in New Orleans. Meeting adjourned at 3:15 PM.

Seafarer Sam Says

THE LATEST BOUND VOLUME OF THE SEAFARERS LOG - COVERING ALL ISSUES OF 1949 - WILL BE AVAILABLE WITHIN A FEW DAYS. NOW IS THE TIME TO TAKE ACTION ABOARD YOUR SHIP AND AUTHORIZE BUYING A COPY FOR YOUR SHIPBOARD LIBRARY.



THE PRICE FOR THIS VOLUME - WHICH IS LARGER THAN THE PREVIOUS HALF-YEARLY COLLECTIONS - IS...

— IS ...

\$3.00

CUT and RUN

by Hank

There's no doubt that in our hiring halls and aboard SIU ships throughout the world the membership is happily realizing what the recently-gained welfare fund means to all hands. And here on Beaver Street the SIU brothers are busy as beavers. The average Seafarer, who has been in many beefs to keep our Union strong, shows easily enough that he has never lost that spirit, indeed. At random, we'll mention a few of the fellas helping out continuously—day after day, including nights. There's the happily-married Frank Bose with his mustache and sharp humor. "Slim" Tom Hale is a versatile worker—not half a day, at all. And in his own words, we'll say "he'll always have it, too"—with the pleasure of naming whatever it is. A lot of help is coming from Al Wilk and Eddie Bis. Incidentally, Eddie has a mustache, too. (Some day we'll hear of a Brother sailing into New York with a beard. We haven't seen a bearded brother in a long time. How about hearing from bearded brothers in other ports or aboard the ships?) Eddie Saul is contributing humorous expressions and Donald "Tiny" Mease is a dynamo of work—while he continues to humorously mention some mysterious ship called the SS Sandpaper.

We have discovered that Brother Alex Andreshak is Bosun right now aboard the SS Steel Navigator. Bon seranging, Alex. We are sorry to hear about Brother Andy Havrilla being drydocked in a veterans hospital down in Aspinwall, Pennsylvania. Speedy recovery, Andy. Don Brown, the poet and one of the best. East or West, says he'll be in this New York town around summertime. While Brother Howard W. Moore is turning to for some landlubbing schooling down in Pennsylvania he'll also be anxiously looking over every issue of the LOG for important Union news and the whereabouts of shipmates. Brother Thomas Melton, who hasn't raised any sort of beard for a long time, was in New York recently after a long absence. Tom says he's been shipping out of the Gulf and on one ship didn't have any real Southern cooking for more than a year. Say, Tom, the only thing we have up here in New York which is real good, Southern style, is that record called "Hominy Grits" which is enough to make a good man leave town real fast for that good food.

A good man indeed, is little "Scotty" Norris who is always helping out in the hall. One of the Brothers wanted us to say something about Brother Edison Brown. Well, we will. He's a swell guy. Brother W. J. Plauche of Louisiana, who retired his book, still keeps informed of what the SIU is doing through the LOG he receives. And his family enjoys reading their copy, too. Bill Gray, aboard the Seatrain New Jersey, informed us that more than \$60.00 was donated by crewmembers and officers for the March of Dimes campaign. Every SIU ship has had literature sent to it explaining this worthy cause. We no doubt shall hear of many more SIU ships showing their kindness in this campaign a long time. How about hearing from bearded Brothers in other to help those, young and old, who are struck by infantile paralysis.

Brother Pat Jones of New York says—Keep the SIU ships sailing. Joe Pendleton was in New York recently. Brother "Chink" White is still soldiering over in Japan. And Ed Larkin, the Electrician, is oil well down in Venezuela, mentioning that his shipmate Eddie Hallinan sent him a Christmas post card. The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Otto Hever of Missouri, Donald Faulkner of Brooklyn.

THE MEMBERSHIP SPEAKS



Welfare Plan Hailed As New SIU Milestone

To the Editor:

I have just read the January 13 issue of the LOG and saw where the SIU has come to an agreement with nine steamship companies on a welfare plan for seamen. I believe this is one of the greatest strides ever made by a maritime union.

The welfare plan ranks with the inauguration of the three-watch system and the section of our contract allowing the Union to reopen discussion on the wage question at any time during the life of the contract.

SIU NEEDED

I have retired from the sea, but I am still in the maritime industry. I work for a steamship line. If we had a strong union 20 years ago like the SIU is today, I'm sure many of my friends who still go to sea could rest a lot easier now.

The full value of the welfare plan negotiated by the SIU will not be realized for a few years. But as it gradually comes to cover every seaman in the industry—as it will eventually—the unorganized seamen will see how, through a united front, seamen can obtain what some unorganized companies claim is something they alone can offer.

The welfare plan should greatly increase the momentum of the Seafarers' organizing program. I noted that a few of the signers of this clause are companies newly organized. That's a good sign of clear thinking and responsible leadership.

I also noted that the Negotiating Committee is of the opinion that SIU-contracted companies are more than satisfied with Seafarers crews on their vessels.

I'm in a position to say that the statement is entirely correct. By comparison with other unions in the industry, the SIU sailor definitely tops them all.

Since this letter may be print-

ed in the LOG, I am asking the Editor not to print my name but my book number instead. The average sailor would be surprised to know in whose hands the LOG does fall.

Book No. 45010

Soap Snatching Is Dirty Trick, Brother Bubbles

To the Editor:

I'd like to expose an insidious group within our membership whose aim is devoted to making their shipmates the most unwashed guys in the labor movement.

This underground group can best be labelled the "soap snatchers." For various, unexplained reasons, some shipmates find themselves unable to afford soap when they are on the beach. To overcome this situation they take to hoarding their two-bar weekly allowance while they are aboard ship.

DIRTY TRICK

This in itself wouldn't be so bad, but it goes further. They remove the used soap of others from the washroom so as not to have to break a single wrapper of their own hoard.

On one ship I opened my last bar of soap in the shower and then left for a few seconds to get my razor. When I returned—you guessed it—the soap was gone. Being unable to secure another bar at the time, I was forced to use laundry soap.

I hope some Brother comes up with an effective method of dealing with these "soap snatchers," as the harsh odor of laundry soap does not strike a particularly seductive chord in the nostrils of a seaman's girl friend.

Abe Goldfarb

LEARNING HIS S-I-U'S



Philip Shrimpton, who claims Book No. 000 as a member in good sitting of the SIU, scans his LOG for the latest dope on the Cities Service beef. Four-month-old Philip is the first effort of "Aussie" and Rose Shrimpton and he wants it known that he is available for picket duty if he is needed. His parents met on an SIU ship, the SS Evangelina, and if that doesn't make him a Seafarer Phil would like to know what does.

YAKA'S JAPAN TRIP WAS SMOOTH AS SILK



At the Waterman ship's payoff in Baltimore recently, Lonnie Lonski said the voyage was one of the best he's made. Some of the men who helped make it successful are shown in photo above, taken in USS club in Yokohama. Around table, left to right, are: Taylor (light jacket), Fuzzy, Myers, Litsch, Legg, James, Storey and Sjoberg. Standing, left to right: Goldsborough and Lonski.



Chief Mate W. R. "Cattfish" Kenopke, who the Yaka crew said "is strictly a good union man. He deserves much credit for the swell trip." Kenopke is a former member of the SIU.

ALL HANDS HAD GOOD CHRISTMAS ON SS DEL MONTE

To the Editor:

I am enclosing some pictures of our Christmas dinner on board the SS Del Monte. We had a very nice Christmas even though we were at sea and away from our families and friends.

All of the crew were completely satisfied and all agreed that they could not have had a finer dinner or day. We will be at sea for New Year's, but have been promised the same kind of dinner and fun with hats and noise-makers by the Steward, Henry (Hunger) Gerdes. The Captain joined in to make the coming affair a success.

As you can see by the menu and the pictures we all had a good time.

Bob Creel

(Ed. Note: Unfortunately, LOG readers will be unable to see what a good time was had aboard the Del Monte at Christmas dinner. The photos were too dark for satisfactory reproduction.)

SUP Man Says Trotskyites Use Free Speech To Disrupt

To the Editor:

I hope that you will print this letter. It points out the line used by the Trotskyites which some members may listen to and pass on.

As a retired SUP man, I would like to point out how much violence the SUP has to fear from the SIU officials, as the Trotskyites screamed recently.

When I was shipping out of New York, I often heard the Trotsky line that the Stewards Department ought to leave the SIU and form a separate union. I know that two of the men who were spouting this union busting idea are still sailing, despite the fact that one of them still advocates an MCS of the East Coast.

Many times in the union halls of the Gulf I heard talk of a separate Gulf union and in the SUP hall talk against the SIU, and in the SIU halls, talk against the SUP. There was also talk of keeping a port for men from that port.

These Trotsky lines, aimed at splitting the SIU and causing it damage, have been aired freely in the halls for years and I have yet to hear of any man meeting violence because he spoke his union-busting views.

Had Your Say?

Pro and con comments on the suggested change in the shipping rules to make it mandatory for a man to accept his vacation pay and get off a ship after one year aboard continue to come in from Brothers asea and ashore. If you haven't yet expressed your views on the question, how about sending them to the LOG—now.

But I have seen a man get the bum's rush because he wanted to disagree with a man spouting his disruptive ideas.

I will say, however, that the Trotskyites have something to fear and that is that men of the SIU will not fall for their union-busting ideas, and that the SIU will remain the best Union on the waterfront, if not in the world.

As for violence, I think that if they take the word of advice offered in the Dec. 30 issue of the LOG, the Trotskyites will not have any trouble.

P. A. Carlson
SUP Book No. 3964 (Ret.)

BULLETIN CATCHES DEL NORTE MEN DOWN IN BRAZIL

To the Editor:

This is to acknowledge receipt of the Bulletins forwarded to this ship this voyage. They have been posted on the bulletin board and are well received by the membership, who looks forward to new ones each trip in Brazil.

Whoever thought of the idea deserves a vote of thanks for keeping the membership informed of what is going on during their absence from the States.

I am enclosing the minutes of the two regular meetings held on this voyage, although I have not seen any minutes published from these ships during the last year in the LOG.

C. A. Bradley
Ship's Delegate
SS Del Norte

(Ed. Note: Time does not permit a full check back over the LOG issues of this year but offhand we can cite issues No. 28, No. 31 and No. 32 of the LOG in which Del Norte minutes appear.)

'Why All The Fuss?' Asks Opponent Of Vacation Rule

To the Editor:

I have been reading the various articles on compulsory vacations and would like to state a few of my own ideas on the subject.

In my opinion, a seaman has a right to hold a job as long as he wants. He is no different from a man working ashore. He has a family and responsibilities as well as anyone else.

Let us remember that a seaman belongs to a union and as long as he can show that he is a credit to the union and stays in good standing, he is disposing of his obligation to the rest of the membership. When they start telling a fellow how long he can work at a certain place, Brother, that doesn't smell so good.

IF

Don't get me wrong. I am in favor of compulsory vacations—if a fellow gets his job back after the vacation is over.

Show me any man in his right mind who will trade a week's vacation for a decent job. Let us look ahead a little. If a man is on a ship one year he gets one week's vacation. If he is on six

months longer, he gets another week's vacation and six months more gives him another vacation. So if a man gets off at the end of the one year, he loses a week's pay for the next stretch.

I would like to quote Brother "Salty Dick" who contradicted himself in a recent letter on this subject. He says, "Shipping has slowed down and the beach is getting crowded." Then he goes on to say that "any bookman knows he can ship out between two and four weeks."

I don't get it. If "Salty Dick" knows so much about the shipping situation and if what he says is true, why all the fuss about a few guys who have the initiative to stick a year or so on a ship and who want to stay employed, especially since their working conditions are desirable?

Any man who can hold a job without being a trouble-maker or a gas-hound is a credit to the Union and the longer he stays on a ship and does his work, the longer he is in there pitching for the good name of the Union.

H. Sliffs

Trip Was Good



Jack Dietrich (left), FWT, keeps a photographic record of his voyages. Here he is seen with the Deck Maintenance aboard the MV Gadsden during a recent run from Baltimore to Fortaleza, Brazil. Dietrich says all hands agreed that the first-rate trip on the Gadsden would be hard to beat.

Bosun's Wife Lowers Boom On Compulsory Vacations

To the Editor:

As the wife of an SIU member (Bosun John LaFoe) and as a former Stewardess with six strike clearances, which means that I should know what the score is, I am thoroughly in accord with Brother Tex Suit's analysis of the homesteading situation.

The members of the Seafarers have, in the not too distant past, fought, bled and died to obtain and maintain the working conditions and living standards they now enjoy. That monument to old Andy Furseth wasn't erected in his memory because he knitted ropeyarns. He fought to obtain the conditions which we all enjoy today. Don't forget that.

ONLY 200

And don't forget that the minority of 200 members who stay aboard a vessel longer than 12 months are not the guys who

throw their earnings over a gin-mill bar and say "manana—tomorrow I'll make another ship."

They have responsibilities, wives, babies, coal bills, etc., ad infinitum. They have probably found what all humans have sought since the days of the cave man—a home, a woman and security, and last but not least, happiness.

Is it any wonder that after years of hitting the bricks and striving for some semblance of an Utopia, they are willing to sweat it out to achieve those ends? Can't you visualize the monotony of hitting one port after another, day after day, month, after month, just to come home to the "little woman" or to pay a board bill for little mouths whom some woman has abandoned because she couldn't take it. I know of many such instances.

LOOK OVER THE FENCE

How about you guys who have only the thought of getting into port, paying off and looking for that favorite bar maid, going broke in a few days without a penny and then holding down the Hall for another ship—how about looking on the other side of the fence for a change? Because some day you may find and cherish the same things that those few 200 other guys have found.

Unless you give this question some long-range thought, you may destroy the rung on the ladder to future security.

Laura LaFoe
Baltimore, Md.

RETIRED MEMBER KEEPS IN TOUCH THROUGH THE LOG

To the Editor:

I wish to express my appreciation for the prompt delivery of the LOG to my home every week. My family and I have been receiving the LOG for four years or more, and we are very interested in the activities of the Union on the beach and at sea.

I retired early in 1947, after having been an active seaman for over two years—all as a member of the SIU. I am enclosing a money order for five dollars to help with your publication.

Keep up the good work and keep the LOG rolling.

Cyrus C. Brown
St. Paul, Minn.

The Redhead Is Moaning Low After Crack At 'Fungus Run'

To the Editor:

If at any time someone has told you this is a small world; they are suffering from dementia praecox, non compos mentis—or in just plain words, NUTS! This past week brought to an end our round-the-world trip aboard the SS Steel Worker, or is it "Work-house." For an Isthmian job it isn't bad even if the Mate thinks "Time-off" is a Russian admiral.

Before leaving the States we got shots for everything from pink toothbrush to bleeding eyeballs. The shot for lockjaw is terrific—a permanent cure for halitosis, which in a small way is better than no breath at all. The crew proved themselves quite fit to the trip with the exception of one poor guy who went to the hospital in Manila for water on the knee. It was so bad that when they operated two nurses and an interne drowned. In Hongkong, the ships' vocalist, John DePoo, after rendering "I Only Have Eyes For You," got run over by a couple of rickshaws. Now he's got athlete's foot in the face. My only trouble was with these tired, burning eyes. Even after drinking a bottle of Murine they still burned.

Believe me, there's nothing like the "Fungus Run." In all these Asiatic ports Isthmian introduces their latest in garbage disposal units—four half-starved coolies. Throughout the various jungle ports, Chief Cook Dave Herron beat out the rhythm of the jungle on the galley kettle with a slightly over-ripe kielbasi. Kielbasi, that's a marlin spike dipped in garlic.

In Singapore we all went to the Malayan premiere of the film, "Christopher Columbus." No wonder old Chris had such a tough time—three ships and not one bookman aboard. Two of the ships are at present on the sugar run for Waterman. The Cathay Theater where the picture played is one of the most modern in the Far East—neon poetry in the men's room.

Finally, after about 22 tropical ports we found ourselves in the North Atlantic rolling and tossing, tossing and rolling—what a crap game! A terrific drop in the temperature necessitated the heating of the foc'sles. The First (who comes from a long line of early American Eskimos), issued an extra box of matches. We took turns giving each other hot foots. (Gad, such English.)

However, it all came to a happy ending at Staten Island. We had so much rubber aboard we bounced off the dock six times before we got tied up. So here I am back at Beaver Street, catching up on the old news. I see the NMU a few weeks back inaugurated a series of Olympic games. I'd have given anything for the band-aid concession at 17th Street.

In closing, please don't hold anything against the "LOG" during the past year for the mad-ravings of "Your Fraternally," "Red" Campbell



RED CAMPBELL

Length Of Time On Ship Up To Individual: Rizzo

To the Editor:

I would like to voice my opinion as being definitely against compulsory vacations.

First, upon interpreting section 54, Vacations, I find that the agreement gives the privilege of staying on a ship as long as a member wants to and after the first year it credits the seaman with two weeks of vacation pay and any additional time is also paid for with the equivalent of two weeks pay. So it is quite apparent that any referendum on compulsory vacations will be unconstitutional.

(Ed. Note: Rules pertaining to shipping procedures are made by the membership in referendum vote and there is nothing in the constitution that prevents them from doing so. The agreements do not regulate the length of a man's service aboard ship, but merely govern the wage and working conditions, of which vacations is one. This is merely a clarification of the Brother's point. The LOG takes neither side in the issue.)

Second, it is my observation that if a man really wants to get a ship, he can in all probability do without too long a wait. Some men wait around

the Hall for certain ships or runs and in some cases, even certain companies, and consequently their cards build up on the shipping list. That quite a few permitmen are able to get ships will attest to that fact, inasmuch as bookmen have preference over permitmen in shipping.

Third, it would be a reflection on our boast that we have jobs equal to bookmen. It would stand to reason that our job situation is not too sound if we have to limit members to certain periods of employment.

Fourth, the economic repercussions would be too great for a married man with a family or anyone with obligations. The privilege of staying on a ship indefinitely belongs to all bookmen alike, so that each man can stay aboard as long as he lives up to the agreement, until he has finances to support him over a period of unemployment.

As for the charge of the men becoming company men, each man has a certain type of work to do under his rating, and our agreement to live by. If he does not do so, I am sure any Patrolman or Port Agent would see him for an explanation.

Louis Rizzo

Homesteaders Upheld As 'Old Reliables'

To the Editor:

This is simple, straight and plain.

When I arrived in the States recently from Europe I picked up a LOG, issue of December 2, and noticed the invitation to comment on vacations and a credit union. Both are very interesting, but for this letter I'll confine my comments to compulsory vacations.

I have read the pros and cons on the matter in the LOG and I am strictly opposed to forcing men off ships, resulting in the loss of a meal ticket and weakening support of their families. I just can't see it. It interferes with a man's livelihood.

Take this into consideration. If a man stays on a vessel five years and lives up to the contract to the satisfaction of the

Union and the company, it proves that the man is competent and that the Union is living up to its agreement, as far as competency is concerned. This has been the SIU system all along.

I for one have never stayed a year on any ship, even though it is my privilege. But, Brothers, bear in mind that times are rapidly changing and the least slip on our part may be the loss of a contract. By keeping the old reliable men on the ships—the homesteaders—we will have one more thing in our favor during negotiations.

LOTS OF IDEAS

The men who are coming up with these ideas, I can see and understand, are on the beaches. Needless to say, they have had their chances, but wouldn't take advantage of them. When you're

broke, ideas are like cars and busses—continually coming by.

Let's look into the future and not at the beaches. When this matter comes to a vote, vote for the homesteaders, instead of depriving them of their rights to a job well done. Praise them and be thankful for having such militant and competent men in our ranks. They are helping the Union. If they were hurting the Union financially, I might see some merit in arguments against them.

Another reason to back the homesteaders is that it is quite likely some of these men made it possible for you and me to have our jobs today. In behalf of my shipmates I give praise to homesteaders.

I'll write next on the credit union.

Lamar M. Loit, Sr.

Minutes Of A&G Branch Meetings In Brief

BOSTON—Chairman, Stanley Greenridge, 1863; Recording Secretary, Ben Lawson, 894.

Minutes of meetings in other Branches accepted as read. Port Agent discussed shipping in this port. Patrolman's and Dispatcher's reports approved as read. Motion carried to accept Headquarters report to the membership and Secretary-Treasurer's financial report. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:30 PM, with 126 members in attendance.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, Robert Willburn, 37739; Reading Clerk, John Byrd, 34683.

Galveston and other Branch minutes of previous meetings read and approved. Secretary-Treasurer's report and Headquarters report to the membership read and approved. Port Agent spoke on the local shipping situation, which during the past two weeks had shown improvement. Patrolman-Dispatcher's report was read and accepted. One minute of silence in memory of departed Union Brothers. Motion carried to adjourn at 7:30 PM.

MOBILE—Chairman, D. L. Parker, 160; Recording Secretary, James L. Carroll, 50409; Reading Clerk, Harold J. Fischer, 59.

Minutes of previous meetings in all Branches read and approved. Port Agent stated that shipping had been slow during the past two-week period. He added that Feb. 15 had been set as the tentative date for the formal reopening of the Mobile Hall. All major alterations have been completed, he said, and the next couple of weeks will be devoted to the cleaning up job. The Agent announced with regret the death of Brother Raymond Foster, Steward, in the Mobile Marine Hospital. Motion carried that a floral wreath be sent from Mobile Branch to

A&G Shipping From Jan. 18 To Feb. 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	16	9	8	33	3	4	—	7
New York	98	98	96	292	92	80	81	253
Philadelphia	31	27	30	88	14	12	9	35
Baltimore		(No Figures Received)			64	66	71	201
Norfolk	35	41	26	102	—	2	1	3
Savannah		(No Figures Received)			(No Figures Received)			
Tampa	9	8	5	22	27	26	21	74
Mobile	24	20	20	64	34	25	29	88
New Orleans	67	62	82	211	85	77	87	249
Galveston	36	31	17	84	29	20	34	83
West Coast	29	30	24	83	14	21	16	51
GRAND TOTAL	345	326	308	979	362	333	349	1,044

Brother Foster's funeral. Motions carried to accept as read Secretary-Treasurer's financial report and Headquarters report to the membership. One minute of silence in memory of Brothers lost at sea. Meeting adjourned at 7:35 PM, with 316 members present.

NEW ORLEANS—Chairman, Frenchy Michelet, 21184; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 76.

Minutes of previous New Orleans meeting read and approved. Charges were read and motions carried advising accused that they must stand trial in either New York, Galveston or New Orleans Branches. Minutes of other Branch meetings were accepted as read. Port Agent stated that affairs of port are in good shape, with shipping somewhat slow. He said that shipping might be improved in the coming two weeks on the basis of the number of payoffs scheduled thus far. He added that the coffee urn had been okayed and would be rigged up shortly. The Port Agent introduced Secretary-Treasurer Paul Hall, who discussed the state of the Union, the Union's policy in respect to issuance of books, the favorable job-to-book ratio of the Seafarers, and the Welfare

Plan now being negotiated. He also spoke on the developments in the Cities Service beef. Brother Hall's thorough report was well accepted and applauded by the membership. Communications from members seeking to be excused from the meeting were referred to the Dispatcher. Communication read from New Orleans Branch Agent of the MFOWW, thanking Seafarers who responded as blood donors to call from one of the MFOWW members. Headquarters report to the membership read and approved. Motion carried to concur in committee recommendation that two Brothers be allowed to become re-active. Brother C. F. Bankston took the Union Oath of Obligation. Motion to adjourn carried at 8:10 PM, with 745 members present.

SAN FRANCISCO—Chairman, W. McCuiston, 23138; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, P. M. Robertson, 30148.

San Francisco's and other Branch minutes of previous meetings accepted as read. Port Agent said that shipping had been dead slow for past two weeks, but that coming two-week period looked better. He recommended that Brothers in port visit Seafarers in the local Marine Hospital as these visits always give the patients a lift. Committee was elected to hear charges and to handle communications from members seeking to be excused from meeting. Brother Robert C. Stephens took the Union Oath of Obligation. Motion carried to refer excuses to Trial and Excuse Committee. Reports of the following committee were read and accepted: Headquarters Reinstatement Committee, Headquarters Balloting Committee, Trial and Excuse Committee. Under Good and Welfare, there was general discussion on the prospects of shipping for this port. The Agent stated that it was important that men aboard the intercoastal ships touching the west coast ports do a first-class job. At 7:50 PM, a motion to adjourn carried, with 46 book-members in attendance.

NORFOLK—Chairman, J. S. White, 56; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, B. P. Rees, 95.

Minutes of previous meetings of Norfolk and other Branches accepted as read. Motion carried to concur in Headquarters report to the membership. Agent discussed shipping, the poor state of which is partially the result of the decline in coal production. Communications from members wanting to be excused from

meeting were read, and motion carried referring excuses to Dispatcher for action. Secretary-Treasurer's financial report was read and approved. Reports of following committees were concurred in: Trial Committee and Headquarters Reinstatement Committee. Under Good and Welfare, there was discussion on the local shipping situation and many good points were stressed by the speakers. Motion to adjourn carried at 8 PM, with 102 members present.

SAVANNAH—Chairman, Nolie Towns, 7193; Recording Secretary, J. F. Goude, 50999; Reading Clerk, E. M. Bryant, 25806.

Motion carried to accept previous minutes of Savannah Branch meeting. Secretary-Treasurer's financial report read and accepted. Motion carried to concur in Headquarters report to the membership. Branch Agent discussed shipping in Savannah. Minutes of other Branch meetings read and accepted. Motion carried to excuse J. Sellers from meeting because he had to be in New York on a legal matter. Brother R. W. Thomas took the Union Oath of Obligation. Donation made to the March of Dimes. Under Good and Welfare, various subjects of importance to members were discussed, including advisability of registering and voting in city, county and state elections. Men were again reminded to patronize Garden City cabs as they are the only ones employing Union drivers. Discussion also took place on starting blood bank in Savannah for SIU members and their families. Everyone thought this was a good idea. Motion carried to give Agent free hand in getting the blood bank rolling. Meeting adjourned at 7:55 PM, with 108 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, Al Stansbury, 4683; Reading Clerk, R. Dickey, 652.

Minutes of other Branch meetings read and accepted. Motion carried to refer communications from members seeking to be excused from meeting to Dispatcher. Communication read from Local 74, American Federation of Grain Millers, thanking SIU for aid in present beef. Headquarters report to the membership, approved as read. Agent reported that shipping is slow, and that one beef on the Robin Line is still pending. He said that Al Stansbury had been elected to the AFL Maryland State and District of Columbia branch of Labor's League for Political Education, and that this committee will soon begin

working on a permanent basis. Motion carried to accept Hospital Committee's report. Meeting adjourned at 7:50 PM, with 385 members present.

PHILADELPHIA—Chairman, A. S. Cardullo, 24599; Recording Secretary, Ray Oates, 25128; Reading Clerk, D. C. Hall, 43372.

Minutes of previous meetings in all Branches read and motions carried to concur. Port Agent discussed shipping in Philadelphia. Motion carried to allow Ed Callahan to change from Group three to Group one. Motion carried to concur in Secretary-Treasurer's financial report, and Headquarters report to the membership. Patrolman-Dispatcher's report accepted as read. 285 members were in attendance when meeting was adjourned.

NEW YORK—Chairman, Charles Haymond, 98; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of previous meetings in all Branches read and approved. Port Agent discussed shipping, which is on the quiet side. He cautioned men on South African run not to miss ship, as long detention sentences are meted out by the governments there. Secretary-Treasurer's financial report approved as read and motion carried to turn it over to auditing committee for review. In Headquarters report to the membership, Assistant Secretary-Treasurer Matthews outlined the progress being made on the Union's welfare plan. All details have not yet been worked out, he said, but several more companies have joined the list of those who have already agreed to the plan. He also discussed the Cities Service beef to date. Director of Organization Williams elaborated on details of the Cities Service beef and his report was enthusiastically accepted. Excuses were referred to the Dispatcher. Charges were read and referred to a Trial Committee. Under Good and Welfare, meeting was told about AFL Teamsters beef, which has the SIU's backing. All hands were asked to help out.

Personals



WILFRED "RED" SHEA
Get in touch with your mother immediately. There is serious illness home.

J. J. O'KEEFE
Write to your mother, 230 W. Parker Avenue, Bethlehem, Pa.

SIDNEY L. WILSON
Your mother wants to hear from you.

SAMUEL B. CUNNINGHAM
Write to your mother.

JAMES J. GORMAN
Get in touch with your mother. She is worried about you. Mrs. Mary Gorman, 2147 33rd St., Astoria 5, L. I., N. Y.

EMIL M. PAPIO
Please call me at home, Seacucus, N. J. — Union 6-4322. Bob Z.

AFTON J. BUSH
Contact Miss Armstrong, 458 Pacific Street, Brooklyn, N. Y.

SILAS LESLIE
Call E. C. Savage, CO 7-2913 or Floral Park 2-2689.

ORVAL BURK
Get in touch with C. M. or Richard L. Solomon at 2409 Parkville Place, Nashville, Tenn. It's very urgent.

JACK DALTON
Write to Clement, Hospidales, c/o SIU Hall, 51 Beaver Street, New York.

FREDERICK R. BEHNKE
Your gear is being held aboard SS Julesberg by Purser until arrival in New York sometime in February.

EDGAR MARQUARDT
Will those crewmembers who witnessed accident of this Brother aboard the SS Bull Run on December 31, 1949, get in touch with Paul C. Matthews, 11 Broadway, New York City, in order to protect his interests.

Money Due



The following men have money due them, as of last November. Get in touch with Smith & Johnson, 60 Beaver St., New York 4, New York.

SS EDWARD G. JANEWAY
Nick Bigney, Niel M. Grundahl, Earl D. Johnson, Richard P. McBride, Robert E. Pritchard, Lloyd G. Schop, Louis M. Voliva, R. Fiore, Thomas Harris, Clyde A. Kent, Harold G. McDonald, Harold Quimby, Ferdinand Szoblik, Jason Gibbs, Martin J. Hitchcock, Daniel D. Lupton, Erling Melle, Francisco M. Reyes, Roy Thompson.

SS JOHN W. CULLEN
Hubert J. Andrews, Bobby R. W. Guthrie, Edward A. Ussery, James R. Bradley, David A. Mitchell, John Zohil, Ervin R. Cooper, William C. Singleton.
SS JOHN GALLUP
Paul Gonzales, J. Mikalunas, Otto J. Stenno.



Cities Service Shows Bad Faith; Unfair Dismissals Accelerated

(Continued from Page 1)
ly with the union overwhelmingly chosen by the seamen of its tanker fleet in two National Labor Relations Board elections."

The message also pointed to the fact that because of the Marine Division's obstinance, the company stands to lose hundreds of thousands of stockholders' dollars as a result of more than 250 unfair labor practice charges filed by its employees with the NLRB.

"The Seafarers International Union, as the legally certified representative of the company's seamen, has repeatedly attempted to meet with Cities Service to work out mutually acceptable terms," the Union stated.

The message continued: "The company, however, has consistently refused to bargain in good faith. The SIU prefers to resolve the issues peaceably, to negotiate a collective bargaining agreement across the

conference table. But it takes two to make a bargain.

"If the Marine Division would accept its legal and moral obligations to its employees, to its stockholders and to the public," the Union statement said, "a strike could be totally unnecessary."

CS' RESPONSIBILITY

Should a strike develop, full responsibility for it must be accepted by the company, the message concluded.

Immediately after publication of the Union's statement, hundreds of inquiries and requests for further information from company stockholders began pouring into SIU Headquarters and Branch offices.

It was apparent that stockholders were also besieging the company officers for an accounting of Cities Service's unwarranted stand in face of the Union's strong case.

Coincident with the appear-

ance of the advertisement in the New York Times, 16 Cities Service seamen were filing charges of unfair labor practices against the company, after they were fired two days earlier off the Government Camp in Boston. The men charged they were dismissed because of union activities.

On Feb. 3, seven members of the Fort Hoskins crew were fired in Baltimore. They also filed charges with the NLRB.

Even as yesterday's meeting between company and Union representatives was in progress, CS officials were firing nine pro-SIU crewmen of the Salem Maritime, as the ship tied up in Stapleton, Staten Island.

That the Union's appeal to the stockholders, and a similar message sent direct to members of the Board of Directors, was responsible for yesterday's meeting appears obvious in view of the company's stand-offishness up to that point.

In registered letters sent to the company on January 4 and on January 20, the SIU requested meetings with the CS officials. Both appeals were ignored.

AT LAST MINUTE

A third Union appeal was forwarded to the company on Jan. 30, asking for a conference on Feb. 6 at 11 AM. This request was also ignored, until a half-hour before the hour set by the Union.

At that time a company representative notified the SIU by telephone that Marine Division officials would attend a meeting, later set for yesterday.

At the outset of the session, it was crystal clear that the company was talking—but not bargaining in good faith. Marine Division officials stated point-blank that they would not discuss any contract which would cover the nine ships voted in the second NLRB election and for which the SIU had been certified on Dec. 2 last.

The CS spokesmen admitted they had no further legal recourse to upset the certification award, but they refused to accept it nevertheless.

RUMOR DISPELLED

Shortly after the meeting got underway, the SIU representatives told the Marine Division officials that in order to dispel rumors spread by the company, the Union wanted it clearly understood that it was not asking Cities Service to sign any agreement that wasn't in conformity with the law.

As the conference drew to a close, the SIU representatives declared their willingness to meet with the company at any time, preferably the next day, to continue their efforts toward obtaining a contract.

The company people said they were too busy with other commitments to meet before Feb. 16. The SIU men said they, too, had other business, but that in view of the importance of the current situation they would put everything else aside in the interest of resolving the issue through collective bargaining procedure.

The Union also demanded that the company designate an authorized spokesman to meet and bargain with the Union and who would be accessible for discussion at all times.

- Majernik, \$2.00; P. Rojo, \$2.00; M. Kopenhagen, \$2.00; G. Street, \$3.00; J. C. Huber, \$4.00; J. E. Naylor, \$2.00; S. F. Brunson, \$4.00; J. Michael, \$2.00; E. P. Naya, \$2.00; T. Luciano, \$5.00; T. Blower, \$5.00; G. F. Fibert, \$2.00; N. Hughes, \$2.00.
- SS SUZANNE**
J. Bonefont, \$1.00
- SS FRANCIS**
C. Ramos, \$1.00
- SS SEATRIN TEXAS**
H. Nicholas, \$1.00; E. C. Shaffer, \$1.00.
- SS FRANCES**
F. Townsend, \$1.00.
- SS FAIRLAND**
I. C. Dongen, \$2.50; J. C. Fernandez, \$15.00; J. Ciardina, \$1.00; A. D. Williams, \$1.00; J. R. Dinou, \$2.00; Thomas Foster, \$2.00; L. G. Walberg, \$2.00; G. Miller, Jr., \$2.00; H. F. Hammons, \$1.00; U. S. Veach, Jr., \$1.00; R. J. Cavanaugh, \$1.00; S. S. Chaveo, \$2.00.
- SS EVISTAR**
M. Laca, \$2.00; A. Rivera, \$2.00; A. Perez, \$2.00; W. Cale, \$2.00; J. Whalen, \$1.00; R. Pitzer, \$1.00; G. Rourke, \$1.00; W. Thorton, \$1.00.

- INDIVIDUAL DONATIONS**
Earl A. Dunlop, \$5.00; Norman R. Petterson, \$3.00; A. Goldsmit, \$15.00; V. A. Mascitelli, \$5.00; K. Sterner, \$1.00; J. Souba, \$2.00; P. Heuler, \$2.00; H. Thomas, \$5.00; R. H. Watkins, \$10.00; J. I. Fontend, \$1.00; Nolan L. Flowers, \$5.00; W. D. Fisher, \$10.00; R. F. Black, \$3.00; J. J. McGuire, \$5.00.
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It's Follow The Line — Or Else, In Russia

This is another of a series of articles on the "Soviet System of Mind Control," by one of America's outstanding educators. Others will appear in subsequent issues.

By GEORGE S. COUNTS

The "ideological resolutions" of the Central Committee of the Party of Lenin and Stalin on the literary arts, music, science, and the press condemned everything "bourgeois" or Western and glorified everything Russian or Soviet without restraint. They also attacked individuals with utter savagery.

The character of this assault on individuals is revealed in a speech by Andrei Zhdanov, after Stalin the most powerful member of the Politburo at the time, on August 21, 1946. Representing the absolute power of the Soviet state, he interpreted the resolution of the Central Committee on literature at the First All-Union Congress of Soviet Writers and passed final judgment on two popular writers who had

been criticized unmercifully in the resolution—Mikhail Zoshchenko and Anna Akhmatova. He characterized Zoshchenko as follows:

"Zoshchenko, like the philistine and vulgarian that he is, chose as his permanent theme digging into the basest and pettiest sides of life . . . Only the dregs of literature could produce such 'works' . . . In this tale Zoshchenko turned his vulgar and mean little soul inside out . . ."

"He spat on public opinion . . . The thoroughly putrid and corrupt socio-political and literary physiognomy of Zoshchenko was not formed in the most recent period . . . Let him reform. But he does not want to reform. Let him get out of Soviet literature. In Soviet literature there can be no place for putrid, empty, vulgar, and ideologically indifferent works."

CARICATURE CHARGED

"He depicts Soviet people as loafers and monsters, as stupid and crude people . . . Zoshchenko habitually mocks at Soviet life, Soviet institutions, Soviet people . . . In his *Adventures of a Monkey* he gives a deliberately deformed and vulgar caricature of the life of the Soviet people in order to insert into the mouth of the monkey the vile, poisonous, anti-Soviet maxim that it is better to live in a zoo than at liberty, and that it is easier to breathe in a cage than among Soviet people . . . How can the people of Leningrad tolerate on the pages of their journals such filth and obscenity?"

"With cynical frankness he continues to remain a preacher of ideological indifference and vulgarity, an unprincipled and unscrupulous literary hooligan." Zhdanov pays a "tribute" of same order to Akhmatova:

"Akhmatova is a representative of this ideologically reactionary swamp . . . She preaches the theory of 'art for art's sake,' of 'beauty for beauty's sake.'"

"The subject-matter of Akhmatova is individualistic to the core. Her poetry is poverty-stricken—the poetry of a frantic little lady, rushing back and forth between the boudoir and the chapel. Basic with her are amorous-erotic motifs, interlaced with motifs of sadness, anguish, death, mysticism and doom . . . Not quite a nun and not quite a fornicatrix, but rather a fornicatrix and a nun in whom fornication is mingled with prayer."

SAVAGE ATTACK

The American reader should know that the voice of Zhdanov was not the voice of a publisher, of a rich patron, of a literary critic, or even of the head of a Congressional Committee who might be haled into court on a charge of defrauding his government. All who heard his speech knew that the court of last resort had spoken. As for Zoshchenko and Akhmatova, they knew that they would never "rise again," unless they grovelled before the Party, renounced their past and demonstrated by deed a genuine state of contrition. No one dared to come to their defense at meetings, in the press, or over the radio. They were forsaken by former friends and acquaintances. They had become "enemies of the people." There are countless Zoshchenkos and Akhmatovas in the Soviet Union today.

Check Sailing Time

Don't depend on guesses or rumors. Before going ashore, take a look at the sailing board so you'll know when your ship is scheduled to leave port. If the time is not posted, ask the Delegates to find out the correct departure time from the Mate.

In any event, don't leave the ship until you know when you're due back aboard. You'll save yourself and your shipmates a lot of trouble by checking with the proper sources.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....273 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2—23rd St. Keith Alsop, Agent Phone 2-8448
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- HEADQUARTERS.....512 McGill St. Montreal Plateau 670

TO THE STOCKHOLDERS OF CITIES SERVICE OIL COMPANY:

YOUR INVESTMENT MAY BE IN JEOPARDY!

Cities Service Oil Company faces a paralyzing and costly strike which will affect all of its operations, because its Marine Division refuses to recognize and bargain collectively with the union overwhelmingly chosen by the seamen of its tanker fleet in two National Labor Relations Board collective bargaining elections.

In addition, Cities Service Oil Company stands to lose hundreds of thousands of your dollars as a result of more than 250 unfair labor practice charges filed by its employees with the National Labor Relations Board.

WHAT ARE THE FACTS IN THE CASE?

Three years ago the Seafarers International Union, AFL, filed a petition for an election among the seamen of the Cities Service tanker fleet. The company fought the union, spending thousands of your dollars in legal fees, in the organizing and supporting of a company-dominated "union," and in costly stalling maneuvers. Despite this, the seamen chose the Seafarers International Union to represent them in two NLRB elections, by majorities of 83 percent in the first and 89 percent in the second.

As a result of these elections, the SIU was offi-

cially certified by the NLRB to represent the unlicensed personnel of the company's tanker fleet.

Cities Service's Marine Division has used every device to evade its legal obligation to enter into collective bargaining negotiations with the SIU. It even refused to cooperate with the Government in the conduct of the elections.

The Marine Division has sponsored and supported a company "union" in order to stall the legal machinery which would bring the seamen representation of their own choosing. This company "union," Cities Service Tankermen's Association, was patterned after two other company-

dominated organizations which were declared illegal and ordered dissolved by the NLRB and court orders.

Aboard its ships, Cities Service has employed a spy system to ferret out for dismissal the pro-union men in its fleet. On one ship alone, for example — the SS Government Camp, on July 22, 1949, at Linden, New Jersey — 28 men of a 32-man crew were fired for union activities. We believe each one of these dismissals constitutes an unfair labor practice, for which damages can be collected. Thus far, more than 250 of these cases have been filed against the company.

WHAT DO THESE MASS FIRINGS MEAN TO YOU?

When these unfair labor practice charges are proved, Cities Service will have to — in addition to reinstating these men to their former jobs — **PAY EACH AND EVERY MAN WAGES AND SUBSISTENCE FOR EVERY UNEMPLOYED DAY FROM THE TIME HE WAS FIRED TO THE DAY HE RESUMES HIS JOB.**

All of these cases are well documented and

supported by affidavits on file with the NLRB, and will be proved. Since some of these cases will have run for as long as three years before being finally adjudicated, the total amount involved may well run into hundreds of thousands of dollars — of your money.

And that is not all. The longer the Marine Division persists in its anti-union firings, the more

unfair labor practice charges will be filed against the company — and proved.

Nor will company losses — your losses — end there.

Should the union be forced to strike the company because of the Marine Division's policy, all segments of the Cities Service empire will be seriously affected.

WHO WILL LOSE IF A STRIKE IS CALLED?

You, the stockholders of Cities Service, will be the only losers. It will mean money out of your pocket, all because of the Marine Division's antiquated labor policy — a policy that is completely at variance with the established pattern of other divisions of Cities Service, which enjoy amicable contractual relations with bona fide trade unions.

The Seafarers International Union, as the legally certified representative of the company's seamen,

has repeatedly attempted to meet with Cities Service to work out mutually acceptable terms. The company, however, has consistently refused to bargain in good faith. The SIU prefers to resolve the issues peaceably, to negotiate a collective bargaining agreement across the conference table. But it takes two to make a bargain.

The Seafarers International Union has contracts with 52 American steamship companies, operat-

ing passenger ships, freight ships and oil tankers, and is recognized in the maritime industry as a reputable and responsible organization.

If the Marine Division would accept its legal and moral obligations to its employees, to its stockholders and to the public, a strike would be totally unnecessary. If a strike is called against the Marine Division, the Cities Service Oil Company must accept full responsibility.



If you would like a copy of the complete, documented story of the SIU's case against Cities Service—from its inception in October, 1946, to the present date—write to any of these four of the major branches of the Seafarers International Union.

276 STATE STREET
BOSTON 9, MASS.
51 BEAVER STREET
NEW YORK 4, N. Y.

337 MARKET STREET
PHILADELPHIA, PA.
1419 RYAN STREET
LAKE CHARLES, LA.



SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, AFL

ATLANTIC AND GULF DISTRICT

(This ad appeared originally in the New York "Times" on February 2, and the New York "Herald-Tribune" on February 3.)