

# SEAFARERS LOG



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

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## NMU Asks Maritime 'Czar' For East Coast

The National Maritime Union, that organization which is sometimes referred to as a "trade union," is again playing the bosses' game. Joe Curran, NMU President, has called upon Washington to appoint an East Coast maritime "Czar" with full authority to crack down on unions that may, in his opinion, "hamper the war effort."

Curran's plea for a dog collar came immediately after the West Coast unions had been threatened with the appointment of Dean Wayne Morse as Pacific shipping "Czar." While the appointment of Morse had not been officially confirmed, it is understood that the idea has received the private approval of Maritime officials and of President Roosevelt.

Hearing of this, Curran jumped the gun and immediately demanded like treatment for East Coast men.

"If they can have one on the West Coast, why not here?" Curran asked. "The situation is a lot worse here."

Curran's attack upon the East Coast "situation" was supposedly aimed at the inefficiency of shipowners and the alleged inefficiency of the longshoremen in loading and

### Curran Likes Him



This is Wayne L. Morse, proposed "Czar" for the West Coast. Curran is asking for similar chains for East Coast seamen.

dispatching cargoes. Curran gave no thought, however, to the fact that his so-called solution would place the very existence of the maritime unions in jeopardy.

Informed officials in Washington have revealed that the "Czar's" job would be to eliminate "all obstacles to maximum (shipping) effort." It is easy to imagine how the slightest union beef would be considered an "obstacle to maximum effort."

The SIU mourns the following Brothers lost aboard the S.S. Cassimir the morning of February 26, 1942:

THOMAS PATRICK RYAN .....	AB
WILLIAM BARTON .....	OS
ANTOINE BOSCH .....	Steward
R. J. D'ARTOIS .....	Messman
THOR A. LINDBERG .....	Chief Cook
HARRY ROBERTS .....	First Pumpman

### Pacific S. I. U. Wins Associated Oil Elections

Climaxing an 8-month battle to obtain a Labor Board election on the Associated Oil tankers, the Pacific District of the SIU and the SUP this week finally obtained the vote and won the election hands down.

The NMU used every technicality to stall the election even longer in the hope that they could intimidate the tanker men and force them into the ranks of the NMU. This failed and when the votes were counted, the SIU-SUP won the election by a majority of 3 to 1. The SIU is now certified for the Black Gang and the Steward's Department, while the SUP will represent the Deck Gang. Negotiations are under way with the company towards obtaining a signed contract.

### La Follette Committee Reveals 'Employer Conspiracy' To Smash Unions During War Emergency

WASHINGTON, D. C.—The LaFollette Committee urged Congress to outlaw vicious "conspiracies" by employer associations to kill labor unions and nullify labor law. This sweeping recommendation featured the introductory section of a nine-volume report on the investigation of employer-sponsored violence and propaganda in California conducted by the Senate Education and Labor Committee.

The report emphasized that the findings of the California inquiry bear an important relationship to current, nationwide attempts to destroy labor standards in the name of the national emergency. The committee said:

"In an atmosphere of national defense the causes of or responsibility for strikes or demands for readjustments in employment relationships may be submerged or passed over. Only an awareness by the public and the legislature of the worth of trade unions and collective bargaining in pro-

(Continued on Page Three)

### NOTICE TO ALL AGENTS

For the past three issues the LOG has received no lists of Honor Roll donations. It is important that each port Agent draw up a weekly list and forward it directly to the Editor. Don't stop with just including them in the branch financial report — make a separate accounting for the LOG.



SIU-Brothers who survived the torpedoed freighter Marore talk over their experiences at the Norfolk Naval base. Left to right: 3rd Mate Philip La Cascia, Brothers Larry Jones and Bill "Slim" Love. Seaman on the right is unidentified.

### New Unemployment Bill Pushed by AFL

Washington, D. C. — The American Federation of Labor received direct assurances from Administration and Congressional leaders that a way will be worked out promptly to provide extra compensation for workers displaced from their jobs by priorities or conversion of industrial plants to war production.

The plan tentatively agreed upon calls for a direct appropriation of \$150,000,000 to \$300,000,000 to be expended through the WPA or some other appropriate Federal agency.

The new proposal has been taken up by President William Green of the American Federation of Labor with President Roosevelt and Speaker Rayburn of the House of Representatives.

### NMU Stool Pigeons And Provocateurs Expelled from SUP

Thomas Hampson and Harry "Blackie" Prevost were forever "barred from membership in the SUP" this week after their cases received careful trial by rank and file members of the Union. The trial committee which found them guilty of violating their Union pledges recommended that these men be barred from activity in all Union labor organizations throughout the country.

Hampson and Prevost were tied up in the NMU-Stalinist frame-up against Lundeberg. Both Hampson and Prevost have suddenly disappeared from the Frisco waterfront.

The members of the trial committee were: John J. DeRocco, Tex Davis, William E. Snow, Sam Faria, and Harry Bates.

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**Figures Can't Lie, But -**

A lot of fancy juggling with "average" figures is being done these days by the anti-labor press to bolster its arguments against wage increases. It reminds one of the sweatshop boss who said average earnings in his shop were \$80 a week, because he got \$300 and his three employes \$12 apiece.

Workers whose wages have been vanishing more rapidly than before through higher prices, will suspect there's a catch in claims about relatively small increases in average costs. There is.

For instance, government figures show an average increase in food prices of 25 per cent since the war, or of 18.8 per cent in the past year. But staple foods which workers buy most of have increased much more, while luxury foods have increased less. For instance, the price of potatoes has risen 61 per cent in the past year, while grapefruit prices have not risen at all.

As to cleaning, overalls and workshirts have increased 35.6 per cent and 37.6 per cent in price in the past year. Cotton dresses cost 51.7 per cent more. But sport coats have risen less than one per cent.

Or take rents. The average increase in workers' rents in the past year is reported by the Labor Department to be less than one per cent. But a more detailed survey by the WPA in 5 defense communities shows workers' rent increases from 13 per cent to 100 per cent. In more than one-third of the cities covered, the increase was between 28 per cent and 109 per cent, and in no locality was the increase less than 13 per cent.

Food, clothing and rent make up most of the budget for a wage earner's family—a much larger proportion, of course, than is the case with higher-income groups. In each case, prices chiefly affecting workers have risen much more than have those affecting wealthier people.

In short, the increased cost of living hits the workers—not the bosses.

**HAPP'NINGS AT HEADQUARTERS**

By HARRY COLLINS

Well here we are again doing business as usual but at a different place. I witnessed the new officials taking office last Monday night and it looks like a good crew. There should be complete cooperation between all departments and between the officials and the rank and file.

We are having a new problem cropping up. The shipowners were so successful in stalling some of the boys around on the bonus payments, that some of them are trying the same thing in disputed overtime. Even when the overtime beef is beyond all possible dispute, the Company officials stall around. Often they will tell the Agent or patrolman that only the "home office" can make a ruling on overtime. This looks innocent enough but in reality it is a ruse because half of the time the boys forget all about the overtime by the time they get to the "home office" port. This is exactly what the company wants. This is a bad situation and the patrolmen and Agents should make every effort to settle legitimate over-

time beefs on the spot and not let them drag on.

Well, I see that the \$2 hospital benefit went over with a bang. I'm wondering just what repercussions this will have on members of other unions in the same hospitals.

I see by the list of nominees for the Convention in Frisco that was sent in from the branches, that the boys were all on their toes. The nominees were, in my opinion, good men. Quite an interest was shown in the matter here in New York. We had 80 ballots cast out of an attendance of 100 men at the meeting. Pretty good—I call it.

Paul and Gouldie were re-elected for dispatchers for the coming year. The vote in both cases was overwhelming and must prove the good work they have been doing this past year.

Well, with half of the Philly branch already here, I extend an invitation to the other half to come up (sorry Joe, but I had to do this because I'm lonesome in the Big Town).

A WORD WITH

**Sister Dillon**

This was the first week that I passed out the new increased hospital benefits of \$2 per week and there sure were some happy faces. The way the cost of living has gone up the boys really need that extra buck.

And incidentally, you should have heard some of the remarks made by NMU men when they heard that our boys were receiving \$2 instead of the single buck the NMU passes out when it gets around to it. It's a good thing I spent 20 years at sea myself and got used to the flow of fine talk. What the NMU boys had to say about their officials would have made your ears flap—unless, of course, you had gone to sea and gotten used to it.

I'll bet that the next time the NMU hospital delegates gets around on one of his not-too-frequent-visits, he'll get a load of beefs.

Brother John Fox has started to walk around. He had both feet broken on one of the Alcoa ships about six months ago. He feels quite proud of himself, walking around for the first time. His feet are still in casts, however. He has quite a little family home waiting for him so we wish him luck because he's an alright guy.

I went to Staten Island Friday and the first thing I heard when I entered the hospital was Red Brady. He sure has a voice and he sure uses it plenty. When I entered the hospital I asked the doctor if he had a young fellow around with Red hair and a lot of conversation. He knew the boy at once.

Well, Red isn't hurt too much because he's walking around. Brady hurt his legs aboard a ship recently but he must be a rubber tire like Brother Douglas Mack who fell into an empty hold and lived to tell the tale.

Brother Mack, by the way, is having his shoulder set again but otherwise he is feeling and looking fine.

I visited Roosevelt Hospital again to see Brother Scholpp. He is in that hospital because he got his jaw broken in a bit of an argument at one of the gin mills and they took him to the nearest hospital. Scholpp is coming along OK but beefing plenty because they won't let him out of the hospital so he can ship out.

**AFL Sweeps Vote In Western Union**

Washington, D. C. — The American Federation of Labor is sweeping to victory in elections of Western Union employes throughout the nation and expects to have the entire system organized before the end of the year.

Two new cities joined the AFL fold within the past week.

TRADE UNION NEWS

**IN BRIEF**

The alleged Ku Klux Klan candidate for president of the Packard Local of the UNITED AUTOMOBILE WORKERS received only 80 votes out of about 5,700, but another candidate who had Klan backing came within 100 votes of beating Local President Curt Murdock. . . . The INTERNATIONAL BROTHERHOOD OF TEAMSTERS won its case in the Supreme Court where employer interests had charged it with "racketeering" because of the Union rule that an extra driver board all trucks that hit New York City. . . . The Union News Company, biggest retailer of newspapers and magazines in New York, has signed its first city-wide contract for newsdealers with the BOOK AND MAGAZINE GUILD. . . . The contract covers 1,000 newsstand men in subways, hotels and railway stations, provides for a closed shop, union hiring hall, free uniforms and an average of \$24 for a 54-hour week. . . . And agreement between the Ford Motor Company and the UNITED AUTOMOBILE WORKERS provides for wage rates of 95 cents to \$1.60 an hour in the new Ford bomber plant nearing completion at Ypsilanti. . . . The AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES has chartered a local for New York bridge operators and tenders. . . . The employees of the Maccabees, a national fraternal insurance association, voted this week to be represented by the UNITED OFFICE AND PROFESSIONAL WORKERS ASSOCIATION. . . . The ALUMINUM WORKERS OF AMERICA won a two-to-one victory at a Labor Board election held at Bridgeport among 4,000 employees of the big Alcoa plant there. . . . White-collar workers employed by Loew's, Inc., big movie company, have joined the ranks of organized labor by voting for the UNITED OFFICE AND PROFESSIONAL WORKERS ASSOCIATION. . . . The STEEL WORKERS ORGANIZING COMMITTEE won elections at the American Bridge Company, Gary, Ind., and the Central Iron and Steel Company at Harrisburg, Pa. . . . CIO garbage collectors have decided to give LaGuardia "one more chance" to bargain with them on hours and wages. . . .

**Out of the Focs'l**

by  
**J. L.**

The Brothers who think a "pie-card" is an easy job in our organization ought to try it out for themselves. Members who are elected to office because of their popularity soon find out that they need some ability to go along with their popularity in order to do a good job. Members in the past have quit their posts because they found out too readily they couldn't cope with the job. Then again, being a "pie-card" makes that member a soft-touch for others. Ask any of the boys in the "pie" how many times they've had the boom lowered on them. A "pie-card" is not all beer and pretzels.

The Pan York was in port this week and we expected to see George Cowles around. George is always talking about the good crew he was with while aboard the Robin Hood.

We might suggest to Fred Garretson to look around New Orleans for Zebrowski because that's the last port he was reported in.

Joe Shaughnessy is soon to take over a Patrolman's job in Mobile.

"Whitey" White, the Calmar stiff, has quit the sea. He was an able guy too. We wonder what all his girls on the West Coast will do now that he's gone.

We understand that Morris Chertov was not at the wheel when the Raritan went aground. Too bad because the skipper, "Mathews County" Gayle, sure would have liked to have said "I told you so."

We were glad to hear that Red Brady suffered no serious injury from his fall aboard the LOCKSLEY.

Brother Giordano had an Army Officer waiting for him in Boston when his ship docked there, and gave him immediate transportation to Camp Upton. When are these local boards going to get it through their heads that seamen are exempt from the Army because of their vital job aboard merchant ships?

The Robin Locksley is sailing with Don Ronan as bosun and Arthur Thompson as AB. Safe journey to both of them.

One of the Brothers informed us that he spent \$900 while at Rembang, D.E.I. All of which reminds us of Frank "Oswald" Borst singing:  
"Strike up the band—here comes a sailor  
Money in hand, just off a freighter. . . ."

WHAT'S DOING

# Around the Ports

## NEW OLEANS

By "BUCK" STEPHENS

Everything running along pretty smooth down here. Not very many major beefs, just the usual run of minor beefs and one or two big ones. Shipping is very good down here, shipped around 200 men including permit cards. If there are any colored Brothers up the coast that feel like shipping out real soon then come down here. We are shipping around 25 or 30 colored Permit men every week.

Was talking to one of the men off the S. S. Cassimir today. Seems as though a few of our Brothers was lost on her. Still think something should be done about the making up of an Honor Roll for our Brothers in good standing that are lost at sea.

One of the best ones I have ever run across yet was on the good Steamship Governor John Lind. Had quite some overtime beefs on her and went to the Chief Mate to take them up. He proceeded to give me the usual line that as far as he was concerned he would pay it, that he was no company stooge and the Captain had turned it down. Went to the Skipper, he passed the buck to the Mate. Went back to the Mate, and in the course of our argument noticed two kerosene lanterns in the corner of his room. I asked him what they were in there for and he told me to take the chill out of his room. Upon looking around I found there was no radiators in his room. Of all the company stooges I have ever seen I think he is the biggest one afloat, on any rust bucket we have. I was in the Chief Engineers room and he was laid up with chills and fever, he didn't have any radiator either in his room.

Quite a few of the boys are coming around trying to find out how to fill out their income tax returns. It's all Greek to me and about the only thing I can recommend is they look up some nice young widow with a raft of kids and get hitched. That will take care of all the exemptions a Seamen needs. Seamen are exempted from paying the Income tax if they have been out of the U.S.A. for a period of six full months. Part of a month don't count, it has to be six full months.

In closing I would like to again remind the members the Yellow Cabs here in New Orleans are strickly on the unfair list.

P.S.: I don't know of any young widows to recommend to the boys, but from the looks of things, Baltimore is the hitching grounds of the coast.

### RALPH EWING and GEORGE DAVIS

were incorrectly listed in the "Do Not Ship" column of the Seafarers Log. Brother Davis should have been listed in the "Departed" column. Brother Ewing is entitled to all shipping privileges his rating permits.

## PHILADELPHIA

By JOSEPH FLANAGAN

Well Brothers I'm a little tardy in this report, but I am not blaming it on the weather. It seems that the shipowners found out that Philadelphia was a very good port, because all of the sudden they decided to bring every ship sailing the deadly seas to this fair and peaceful port. Perhaps the exodus of Harry "The Horseman" Collins is responsible for said situation, but be what it may, we are managing to a fair degree to supply the demand for crews that we are now confronted with. If things keep up like they are, and from all indications they will, we can use a few box cars full of men of all ratings here.

Considering the amount of ships that arrived here in the past week, the beefs were moderate. The major ones being conditioning of crews quarters for frigid or torrid temperatures—thus depending where respective ship was heading for. There is an unused amount of chiseling going on by the shipowners, mingled with threats from the Maritime Commission. But our members do not allow this to phase them. Perhaps these yokels don't realize they are dealing with men who have guts enough to sail these rust buckets regardless of consequences? And take our word for it, some of the junk heaps that came here were a hazard even in normal times. However, we managed to get satisfactory action on these beefs, but not until we threatened to call the Navy Dept. in.

"Get goin'" Sampson fell in here from Honolulu. He wreaked with poi and oake. His usual salutation of "I wanna ship," was followed by his inevitable disappearance when he spotted the board full of jobs. Tony Balkus blew in from the coast. Ex-Admiral Bukman of the Three Musketeers and Cuban distilling is around debating whether he would like to make a trip to a cold or warm climate. Sam Foss or "Diamond Sam" bought a safe to keep his glittering objects in. The Squaw man sure likes shiney things. So please do not expectorate around the hall. Incidentally Ed Lynch, our patrolman, is doing nicely in case any one wishes to know. Keep it up Ed.

### DO NOT SHIP

B. THOMAS ..... Trip Card  
WM. KELLY BLANCHARD P-5036

### PERSONALS

HIGNO RODRIGUEZ  
It is important that you communicate with I. Duke Avnet, 1114 Munsey Building, Baltimore, Md. There is money waiting for you.

HANS EVALD PETER JENSEN  
You are delinquent in applying for deferment from Army service. Straighten things up with your Draft Board in Baltimore.

## TAMPA

By D. L. PARKER

This past week has been very slow for shipping and no business at all. We have quite a few men on the beach in all departments, so if any of the other ports want men, just send a wire and transportation and we can do.

I noticed in the New York minutes that some of the members want to close the Texas City hall. I was organizer over there for two different years, and from my observation of the Commie set-up there we will have to keep that hall open or the first thing we know there will be lots of Commies on the ships that we have under Contract. They will ship from the dock and gin mills, stating that they don't belong to any union or that they have given up the NMU for good. And then, as soon as they behave long enough to get a Book in the SIU, they will begin to bore from within, creating all kind of trouble.

We all, as members of this democratic organization know that if the Commies ever get the upper hand that will be the end of the Union. And in my opinion we should at least keep one branch open in the State of Florida and Texas.

The NMU pulled out from this port as they did not have any ships coming in here. That leaves us a clear field for organizing anything that comes in here. We have a few Barges and one Tanker that comes here so I am going to try and get them lined up. That will take a little strain off so far as expenses for this branch is concerned.

### British Pledge Full Rights to Interned Seamen

London, ITF.—British merchant marine officers and seamen who are interned in enemy countries are entitled to full wages, less war risk bonus, for the entire period of their imprisonment, the Ministry of War Transport has ruled.

Dependents, according to the Ministry order, will receive allotments equal to those paid them at the time when the family breadwinner was last in active service.

The wages credited to the prisoner will be paid to him after return to the country. Meanwhile, however, interned merchant officers may draw a monthly allowance of L2 (\$8), ratings L1 (\$4), and native seamen seven shillings for their personal needs. The money is paid under international arrangements.

### Give the seamen— GUNS and RAFTS

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

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## Greek Seamen Are Jailed For Leaving "Rat Holes"

"Our men are not afraid to fight or to go into U-boat infested waters, but they have no chance aboard Greek ships. Bad food causes stomach disorders, and the vessels fall apart even under the slightest bomb hit." These were the words used by a Greek seaman who spoke up in defense of his brothers who have been jailed by American authorities for "desertion."

### MORE ABOUT

## EMPLOYER CONSPIRACY

(Continued from Page One)

Last week FBI men descended upon East Coast drydocks and ship repair facilities, rounded up Greek nationals that were working in these plants, and smacked them into jail. The men who could show seamen's papers were arrested and given the choice, in effect, of going to prison or returning to their ships.

There are over 4,000 Greek sailors who have served the Allied cause by transporting vital materials to the war fronts. But while the seamen heroically risk their lives, the Greek shipowners refuse to fit the boats with adequate safety equipment or guns or even decent food.

Spokesmen for the interned seamen are bitter over the large-scale arrests, explaining that the men will continue to refuse to sail the ships until the profiteering shipowners recondition the 'rat holes.'

### Coast Guard Gains Full Control Over Merchant Marine

Tightening the Government's hold upon merchant shipping another notch, President Roosevelt this week transferred all supervisory and regulatory functions previously held by the Department of Commerce Bureau of Marine Inspection and Navigation to the U. S. Coast Guard.

This step means that henceforth the military will control safety inspections, investigations of accidents, licensing of officers and certification of unlicensed seamen, the direction of nautical schools and the signing on and discharging of crews.

moting industrial democracy and industrial peace, plus a sophisticated understanding of the ways in which certain anti-labor employers and the belligerent employer groups have sought, and continue to seek, to use the forces of public opinion and the law to avoid industrial democracy, will protect labor's rights and achieve domestic tranquillity in the national emergency. This analysis of events in California in the last decade should contribute to that awareness and understanding.

"The various parts of this report will reveal that it is a habit and function of a particular type of employers' organization to stimulate by propaganda and other devices the public and legislative sentiment that will pave the way for legislation restrictive of labor's rights.

"Indeed, such activities are financed, organized, and conducted by the very same associations which carry on private conspiratorial assaults on the right of organization and collective bargaining through labor espionage, company unions, strikebreaking systems, use of industrial munitions, the perversion of local law enforcement, and various other forms of coercion.

"These organizations with great financial resources, skilled propagandists, and a ready entree to a large section of the nation's organs of publicity, are well designed to foster, develop, and divert national hysteria in any period of national emergency against trade unions and collective bargaining, although they themselves constitute a constant provocation to strikes in defense industries as elsewhere.

## Six Good Reasons Cited For Pay Boosts

WASHINGTON.—Economic justification for wage increases and union security demanded by unions exists in sharply rising living costs which have wiped out recent won raises, in inflated profits, increased labor productivity and in the fact that workers' incomes have been consistently below minimum health and efficiency standards, the Economic Outlook declares in its current issue.

The Outlook lists the following points in presenting the cases for wage increases and union security, and in pointing out that present conditions cut down on workers' health and efficiency, thus curtailing production:

1. Living costs are up 12.1 per cent since August, 1939, 9.8 per cent of this in the past year, and are expected to climb another 15 to 20 per cent by the end of 1942.

2. Profits are up 16.3 per cent between 1940 and 1941, 77 per cent over 1939. Rises are most marked in the arms industries, five aircraft firms showing a rise of 38.2 per cent in the first nine months of 1941 over the same period in 1940, copper and brass fabricators a rise of 71.5 per cent between 1940 and 1941, iron and steel concerns 36.1 per cent, and similar increases in chemicals, oil, textiles, railroad equipment, etc.

These increases are net—after all conceivable deductions have been made by well known corporation accounting methods. Profits for 1942 are expected to be considerably

above even these increases.

3. Labor productivity has greatly increased in recent periods, causing labor costs per unit of production to decline sharply.

4. U. S. studies show that most workers have incomes far below health and efficiency levels, set by the Heller Committee of the University of California at \$2,400 for a family of five.

This results in serious losses to production due to sickness mainly caused by inadequate incomes, some 400 million man-days being lost in this way annually. In addition, workers' families are incurring further losses due to wage earners entering the armed forces. Two-thirds of American families are affected, since that proportion requires more than one wage earner.

5. Wage increases are spent by workers on basic needs, studies show. Of an average of \$22 a month raise won recently, \$20 went for increased food, rent and clothing outlays—most of it taken up by increased prices.

6. Increased wages will not cause inflation, since they can be paid out of increased profits.

## Two Tankers Torpedoed, One 18 Miles Off Jersey

Enemy submarines, hunting in United States waters from the near-by New Jersey coast to the shores of Florida, have taken toll of two more big oil tankers, with a possible loss of seventy-six lives, the Navy revealed yesterday. Early in the day, the Navy disclosed that one submarine, lurking danger-

ously near the Jersey coast, not far from the entrance to New York harbor, torpedoed the 7,451-ton tanker R. P. Resor, eighteen miles due east of Lavallette, at 12:28 A.M. last Wednesday. The explosion started a spectacular, towering fire that was witnessed by thousands in Asbury Park and other resort towns. Of the crew of forty-three only two were known last night to have been rescued.

Then, later in the evening, the Navy announced that the 10,227-ton tanker W. D. Anderson had been torpedoed off the Atlantic coast Sunday night. The ship went up in flames, and only one of her crew of thirty-six was known to have been rescued. The lone survivor was landed at Stuart, Florida.

The W. D. Anderson and the R. P. Resor were, respectively, the twenty-fifth and the twenty-sixth ship acknowledged by the Navy to have been sunk or damaged in United States Atlantic waters since January 14, when Axis U-boats began their hunting off the Atlantic coast.

### British Freighter Sinks In Tanker Collision

Lewes, Del.—The 3,915-ton British freighter Gypsum Prince collided with the oil tanker Voco three and a half miles off Lewes and sank with a loss of six lives, including Captain Owen Jones.

The pilot, Percy Johnson, of Cape May, N. J., and the other nineteen members of the freighter crew were landed at the Coast Guard station here. Johnson was slightly injured.

Navy officials said the Voco, owned by the Standard Transportation Co. of London and chartered by the Socony Vacuum Oil Co., rammed the Gypsum Prince. The freighter sank in four minutes after the collision, shortly after 6 A.M. E.W.T.

The Voco, damaged in the bow, was tied up at Lewes pending investigation.

It was the second collision in which the Gypsum Prince has figured. It sank a fishing boat, Edith and Elinor, of 134 tons, in heavy fog off Nova Scotia, November 25, 1931.

## Navy Breaks Pacific Coast Caulkers Strike

Marine caulkers affiliated with the AFL had their strike against San Diego shipyard owners broken this week by the U. S. Navy.

The caulkers were demanding an hourly pay increase from \$1.12½ to \$1.37½. The strike was an orderly one with the caulkers merely failing to report for work. When this happened, the Navy moved in and put \$21 a month boys to work caulking mine sweepers and patrol craft.

Part of the caulkers' beef was against the Brotherhood of Carpenters with which they are affiliated. They have been attempting to set up an organization of their own, independent of the carpenters. In some of the shipyards the carpenters took over the caulking work before the Navy men arrived.

### British Railway Labor Demands Minimum Wages and Equal Pay for Women

London, ITF.—Strong demands for the establishment of a minimum wage for British railroad workers in view of the steadily mounting cost of living have been voiced by John Marchbank, General Secretary of the National Union of Railwaymen and chairman of the Management Committee of the International Transport Workers Federation.

Appearing before the Railway Staff National Tribunal, Mr. Marchbank pointed to the raise of 29 per cent in living costs and added that wage adjustments were lagging behind. The railway labor spokesman urged a uniform minimum wage of \$12 per week and pressed for equal pay for the 23,000 women who are doing men's work on British railroads.

The demand for a minimum wage and equal pay for women is also strongly supported by the Railway Clerks Association and other transport unions.

### Tom Mooney Is Dead

Tom Mooney, the 59-year-old union organizer who spent 23 years in San Quentin on a frame-up charge of bombing a 1916 San Francisco "Preparedness Day Parade," died last week in a Frisco hospital.

Mooney had been operated on for a liver ailment which he contracted in prison. He failed to rally after the operation and died the morning of March 6.

During the years Mooney was in prison he became the country's most famous labor martyr. He was pardoned on January 7, 1939, by Governor Culbert L. Olson of California.

## War Board Opens Union-Steel Hearings

The War Labor Board recently began hearings on its most important case—the demand of the Steel Workers Organizing Committee for \$1-a-day wage increases and union security from the four Little Steel companies.

Outcome of the dispute will affect the 175,000 employees of Republic, Bethlehem, Youngstown and Inland Steel companies.

The hearings opened Feb. 26 before a three-man fact-finding commission of the War Labor Board. The first two sessions, it was indicated, would be concerned with questions of procedure, and discussion of the merits of the union's proposals would not be heard until next week.

Members of the WLB's special investigating panel are Arthur S. Meyer, who is chairman of the New York State Board of Mediation; Cyrus Ching, of the U. S. Rubber Co., representing employers, and Richard T. Frankenstein, of the United Automobile Workers of America, representing labor.

The SWOC's \$1-a-day de-

mands were formulated at conferences of staff officials and local union leaders, and are largely based on high profits of the companies and the rapidly rising cost of living, which the union says has in large measure wiped out last year's wage increase, and on union security, which SWOC points out is necessary in view of the companies' long record of active opposition to organization of their workers.

Meanwhile, a smear campaign against the Union was in progress in a large portion of the nation's press, attempting to convince the public that the steel union demands for a fair living wage are dangerous to the nation's welfare.

### N. Y. Dispatchers Return to Office

Both the sixth floor Dispatcher, Brother Paul Gonsorchick, and the third floor Dispatcher, Brother Egbert Goulding, were reelected to serve another term in the New York Branch.

Several nominations were made for both offices, but all nominees withdrew from the race and the two incumbents were returned to office by acclamation.

## Senate Inquires Into 'Sea Otter'

Last week the Log reported the fact that the new "Sea Otter" type freighter, which was hailed by the Navy after its first sea tests, had suddenly been shelved and all plans for its mass production dropped. We also reported the fact that influential shipowners were supposed to have been behind the move because of the lack of gravity in "Sea Otter" construction contracts. It seems now that some of the Senators down in Washington got wind of the deal and are starting an investigation on their own hook.

Senators Gillette, Gerry and Brewster have formed themselves into a committee of three to "determine the real reason" for the junking of the new freighter.

Senator Gillette said this week that his committee would call J. W. Powell, former Bethlehem Ship Company executive, and E. B. Germain, president of Ships, Inc., for testimony.

The Senators said that they "were not convinced" that the "Sea Otter" was impractical.

Give the seamen—  
**GUNS and RAFTS**

### Michigan AFL Finds Bosses Take Advantage of "No Strike" Policy

Muskegon, Mich. — Charging that local employers are taking advantage of the AFL no-strike policy, the Central Trades and Labor Council warned that strikes would be called unless the companies changed their attitude.

The warning was in the form of a letter to Rep. Albert J. Engel (R.), Sen. Arthur H. Vandenberg (R.) and Sen. Prentiss M. Brown (D.).

In recent negotiations, locals have not only met with a flat refusal on wage demands, but in some cases employers have tried to take away existing benefits, the letter pointed out.

The decision to send the letter was reached at a meeting of the central labor body at which a number of delegates denounced the employers' refusal to grant raises.

"Manufacturers are taking advantage of the AFL's no-strike policy," said Pres. Earl Snyder of Local 824, United Brotherhood of Carpenters & Joiners. "We pledged no strikes, but it seems that they pledged no money."

### Report U-Boats Halt Fishing Vessels

Atlanta, March 9.—Zack B. Cravey, State Commissioner of Natural Resources, said today he had reliable information that in one or two instances commercial fishing boats had been halted off the Georgia coast by enemy submarines, had their gasoline and oil "hi-jacked" and had been left stranded.

The incidents occurred in recent weeks, according to reports reaching him, he said, and accounted in part for the curtailment of Georgia's fishing industry since the outbreak of the war.