



Savannah Branch Wins Fight To Crew Ships Named For AFL Men

By Charles Waid

Don't know whether or not you have heard about the launching of a ship by the Georgia Federation of Labor here at Savannah, Ga., but the Georgia Federation of Labor put on a bond drive to pay for a Liberty ship and the privilege of naming it and when the bond drive was over they found that they had sold enough bonds to pay for two ships and name them. The first of these, the S.S. Jerome Jones, was to be launched and the keel for the other, the S.S. Robert Fechner, was to be laid that same day. Everything came off according to schedule and the Jerome Jones was launched and the keel for the Robert Fechner laid in record time.

I had taken it for granted that this ship would be allotted to a Company who had a contract with the SIU but I found out that the WSA had allotted the ship to the American Export Line, an NMU outfit and they already had gotten a crew together and they were here in Savannah. Although the committee of the Georgia Federation of Labor had been in Washington 3 months prior to the launching to get this ship named for a Labor Leader in Georgia, the Board of Allocation claims it was an over-sight on their part in allotting this ship to a company with an NMU contract.

Well, I really hit the ceiling and got busy and contacted everyone I knew who would be able to help in straightening out this matter. I wrote Dushane in Washington and Morgenthau, the Sec.-Treas., and it wasn't two day's time before the South Atlantic Steamship Line called me to inform me that they had been

(Continued on Page 2)

Labor Was Right; Wage Hike Solves Manpower Needs

Organized labor has been proven right again in its contention that good wages and decent working conditions will "lick" manpower shortages. The latest "proof of the pudding" is at Boeing Aircraft in Seattle.

Several months ago Boeing was in a desperate plight because of inability to recruit enough workers to meet military schedules for flying Fortresses.

All sorts of propaganda methods were tried in an endeavor to mobilize needed help. The army threatened to cancel contracts right and left in the Seattle area in order to force workers out of other plants into Boeing's.

BROWN CALLED IT "NIBBLING"

President Harvey W. Brown of the International Association of Machinists, which has Boeing under a union shop agreement, warned that these methods were "mere nibbling" at the problem. The "real trouble," he said, is that wage rates were too low compared with shipyards and

(Continued on Page 3)

GULF ORGANIZING DRIVE PLANNED BY SEAFARERS & AFL

Gulf fishermen and towboatmen are going to be organized on a big scale under the banner of the SIU! This was the good news that came out of the American Federation of Labor's annual convention held last week in Boston. The convention went on record unanimously to send AFL organizers into the area at once and bring the benefits of unionism to those marine workers who are now being exploited by the shipowners and fish buyers.

Kilgore Report Toes NMU-Stalinist Line

By Matthew Dushane

Senator Harry M. Kilgore, Chairman of the subcommittee on War Mobilization, submitted a report to Congress on October 7th. This report dealt with mobilization of shipping resources.

Pages No. 1 to 3 deals with "Summary of Findings."

Under this heading the committee reports on the surrender of Italy, and the crumbling of the Axis powers. However, the report lays special stress upon the tonnage of merchant ships available and recommends that the bulk of the tonnage be diverted to the Atlantic in an all out effort towards the complete elimination of Hitler and his European satellites.

It is interesting to note the position taken in the report regarding the South Pacific Theatre of operations.

"Today, with our military shipping divided almost evenly between the Pacific and the Atlantic, we can conduct only limited operations against the Japanese while mounting a major offensive in Europe. In

short, concentrating shipping in the Atlantic is three times as effective as in the Pacific. Three times as many troops can be transported, three times the volume of munitions can be carried to batter down the more powerful enemy."

On pages No. 4 and 5 we find some more statements that are very interesting.

"The unexpected drop in sinkings and the unprecedented ship building program in the first 8 months of 1943, temporarily outran the military and civilian transport programs . . . essential lend-lease supplies of munitions and food have been cut repeatedly for alleged lack of shipping space.

(Continued on Page 4)

The request for AFL aid in organizing this area was presented to the convention in a resolution submitted by Brothers Harry Lundeberg, John Mogan and Pat McHugh. The SIU delegates point out to the convention the fact that our union did not have the funds with which to launch an organizing drive of the scale needed to cover the Gulf. The convention's committee on resolutions studied the SIU request, and submitted the following report to the assembled delegates:

"Your committee gave considerable attention and time to this resolution and had before it the sponsors, as well as Director of Organization Frank P. Fenton.

"The work outlined in the resolution covers a tremendous area, practically the entire salt water shore line of the United States, but apparently the most needs seem to be in the Gulf area.

"Your committee recommends that the Executive Council and the Director of Organization assign organizers to the Gulf Coast area to attempt to work out an organizing program among the fishermen and

(Continued on Page 3)



Notables at the AFL Convention in Boston which closed last week after voting to aid the SIU in organizing the Gulf towboatmen and fishermen. Left to right: AFL Secretary-Treasurer George Meany, Under-Secretary of War Robert Patterson, Major General Sherman Miles and AFL President William Green.

SEAFARERS LOG

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REPORT ON WASHINGTON

BY MATTHEW DUSHANE

C. Waid, Agent, SIU, Savannah: G. Wakefield, field representative of the RMO, sent a letter to several S.S. companies and the union, to the effect that the union and the RMO had an agreement whereby if in any port there was a shortage of men, the RMO would supply union men from the next nearest port. In this case the Savannah agent was informed by the RMO that SIU union men were available in Charleston, and that the SIU agent would have to get his replacements from Charleston in the future and not the Gulf.

The union has no agreement with the RMO as outlined by Mr. G. Wakefield. Our contracts call for the union to supply men to the employers' vessels, and they must be supplied from our union hiring halls. Charleston has no SIU hall, therefore the Savannah agent has the authority to get replacements from the Gulf. However, the agent may make some kind of an arrangement with the RMO to ship SIU union men who may be in Charleston.

Any arrangement that the Savannah agent may reach with the RMO would have to be approved by the membership. This, I feel, should be done to protect the membership of the SIU, otherwise the RMO will be loading SIU ships with non-union and NMU men, who will be enjoying the benefits of the SIU contracts while SIU men pound the beach and be subject to induction into the army for over-staying the allotted time ashore.

J. Flanagan, Agent, SIU, Baltimore: Several crew members of the S.S. Walker Taylor requested to be paid off of the vessel 24 hours after all cargo was discharged. Master refused. Crew left the vessel and they were given a six months' suspension by the C.G.

This was done on the grounds that there was ballast in the hold. The ballast had been in the hold for three trips, and the vessel started to reload with the same ballast still aboard.

Advised Agent Flanagan to request a rehearing on the case and also request a transcript of the proceedings on the original trial. The trial was held in Norfolk. Flanagan advised that he would contact the agent there and relay all the information he has of the case.

Regarding the food shortage on the Seas Shipping Company scow, the WSA is working on this case.

M. Trainor, Agents, SIU, Norfolk: Re:S.S. (.....) and crew's claim for an attack bonus, the board has sent the following communication:

"We have determined that the attack on Algiers during the morning of August 27th, 1943; consequently, port attack bonus is payable to the crew members of the S.S. (.....) if this vessel was at Algiers at the time of the attack on this date."

Advised all Agents to tack a copy of this on their bulletin

board so that they can enter a claim for the crew members who were on the ship at the time of the attack.

NATIONAL WAR LABOR BOARD

The Maritime panel will meet Monday and Tuesday. The MM&P has ten cases — MEBA has eleven cases — NMU has one case — ACA, one case — Comm. Telegraphers Union, one case — Inland Boatmen, CIO, one case,

ILO Marine Division, Five tow-boat companies in Baltimore. SIU Great Lakes, involving approximately 32 companies. SIU, Atlantic & Gulf District, Smith & Johnson Company.

All cases that are referred to the National War Board for approval, under the board's ruling must be processed by the board's analyst. The panel is then given the results of the work the ham and egg do, and are supposed to act on the analyst's report.

SAVANNAH BRANCH WINS CREWING OF SPONSORED SHIPS

(Continued from Page 1)

allotted the Jerome Jones and I could get busy and get them a crew together. Well, I had enough men registered in this port for a whole crew without having to get one gandy dancer. So there she sailed, a ship paid for by the Georgia Federation of Labor and manned by an SIU crew.

Have also heard that the WSA has already allotted the S.S. Robert Fechner to the South Atlantic Steamship Line, to be turned over to them when she is completed.

Shipping in this port for the last couple of weeks has really been good. Shipped everyone with pants on that I could get my hands on, and I mean I really picked this town clean and am still looking for sailors and especially ABs. Shipping surely does look bright in this port for the next couple of weeks. I will be needing men with all ratings in all departments and don't have anyone registered here. Any of you men who are ready to ship out can come on down here and do so. Don't think you will be on the beach for long from the way things have been going. Have really had me on the run looking for men lately.

MONEY DUE

EMIL DUPONT: You have 21 1/2 hours overtime coming from the Calmar Line.

Crew which paid off the S. S. William Batterson, October 1943, have an attack bonus coming. Collect Bull Line.

SHELTON and DOWLING of the last trip of the S. S. George E. Hale, have disputed overtime coming. Collect at Waterman Line.

Deck Department of S. S. Peter Zingas which paid off Oct. 1943, have overtime coming. Collect from Bull Line.

Steward's Department of S. S. Kofresi, which paid off Oct. 1943, have money coming for extra meals. Collect Waterman Line.

Steward's Department of S. S. Peter Sanger, Voyage No. 1, see New York Patrolman Hart concerning extra meals and bonus money coming.

New Insignia For Merchant Seamen

All American merchant seamen are to receive identifying insignia under a recent authorization by Congress, the War Shipping Administration revealed last week. Seamen and officers who have served in American vessels since Dec. 7, 1941, or on any foreign flag vessels operated for the United States Maritime Commission or WSA, will be eligible to wear the new emblem.

The Seamen's Service Awards Committee will be responsible for the issuance of the insignia, which will be a circular gold and silver emblem, consisting of a background of a compass card in gold on which is mounted a Federal shield in silver with a superimposed gold anchor with United States Merchant Marine lettered around the medal.

The WSA has also authorized, under similar Congressional action, the award of Mariner's Medals, Combat Bars, War Zone Bars and service flags and buttons in further recognition of meritorious war service by seamen. The Mariner's Medal is to be awarded to men who are wounded or suffer physical injury in enemy action. The combat bar is being issued to seamen who serve in a ship which is directly attacked or damaged by an instrumentality of war. The War Zone Bars will be presented for service in war theatres.

The merchant marine service flag and service lapel buttons are for display by members of the immediate families of seamen serving in the American Merchant Marine during the war period. The service button, of enameled metal, will carry a miniature design of the service flag.

Personals

CARL JACOBSON
See Mr. Williams, Room 1045, 42 Broadway, New York City.

NORMAN RENNINGER
Contact Miss Ada Harrison, 3819 Manila Ave., Oakland, Calif.

Editor's Mail Bag

Crew Denounces Slop Chest Chisel

Editor:

We, members of the SIU, would very much like the slop chest situation on these Liberty ships investigated. The case of ours, the S.S. J. G. Hibben, is beyond description. We know that any action taken by the union will be too late to do us any good but prompt action by the union officials may make it a lot easier for any brothers who have the misfortune to be caught in a like manner.

We have been informed that the slop chest is no longer in the Captain's hands, but is now the property of the Maritime Commission. If so, we understood the Government supported the Maritime Commission and we want to know who is collecting the profit, or shall we say graft.

The quality of these articles in the slop chest is not worth mentioning as everything is second or third hand merchandise and the quantity is so small that we are at sea about one and a half months and the supply is running out. Needless to say the prices on these articles is not second or third class prices but first class. Some articles are not even on board, such as heavy underwear, which is in direct violation of the articles we signed. This was real necessary for going around the Horn in mid-winter. The heavy socks are all thirds and there are no white socks to be had. One crew member tried to buy a small size pair of dungarees and had to settle for a pair of navy dungarees that was traded in to the slop chest. Even these were two sizes too large. The shoe situation tops them all; we are paying \$4.12 a pair for shoes that could be bought ashore for one half that price or even less. They are all rubber soled and heeled—

they should never be allowed in the engine room and are so poorly made they fall apart in a month's time. That is, of course, providing they don't get wet as the cardboard in them comes out much faster if they get wet.

Shorts are so that after one washing you could use them for mosquito nets and the handkerchiefs are made to sell for ten cents but they have all been rejected, so they do us the favor of letting us have them for nine cents. They have no large sizes in kakhi shirts or small sizes in kakhi pants. All the articles they have are too large for the small fellows and too small for the big fellows. We do not know whether or not this has been brought to the union's attention before and we hope the situation is remedied so it will not have to be brought up again, and we also would like to know the outcome of this affair on our return.

CREW OF THE
S. S. J. G. HIBBEN

ADVERTISEMENT

PHILLIPSBURG, N. J.,
October 5 — A torpedoed seaman, home on a month's leave, applied for a new "A" gasoline ration book to replace one he lost. The OPA said he would have to advertise the loss before another could be issued.

He placed the following ad in an Easton, Pa., paper:

"LOST—In Mediterranean Sea, "A" gas ration book. Horace A. Smith, 574 Congress St., Phillipsburg."

Gulf Organizing Drive Launched

(Continued from Page 1)

tow boatmen in that territory on a trial basis."

Brother Frank Fenton will now consult with Lundeberg and East Coast officials, and organizers will be appointed and sent to work in the very near future. Already requests for aid have been coming into SIU headquarters from towboatmen and fishermen throughout the south, indicating that these workers know the score on unionism and what it can do for them. Hundreds of workers are merely waiting the appearance of an SIU man to sign them up.

But make no mistake, the shipowners are waiting also—determined that their workers shall not receive decent wages and working conditions. There is a stiff struggle ahead, but we are certain that before long the Gulf coast is going to be union!

Following is the text of the SIU resolution presented to the AFL convention:

WHEREAS, The members of the Executive Committee of the Seafarers' International Union of North America has petitioned the American Federation of Labor for assistance in organizing a large group of 30,000 workers in the fishing industry from Brownsville, Texas, at the Mexican Border to Norfolk, Virginia, and throughout the Pacific Coast and Alaskan territories, and

WHEREAS, The Seafarers' International Union of North America has established local unions throughout the Nation, some of which have been operated with only partial success, while local unions in the New England states and Pacific Coast Ports have been operated with total success, and

WHEREAS, The Seafarers' International Union has striven diligently to organize the fishing industry, and

WHEREAS, Their financial ability is so limited as to prohibit an organizing drive on a large scale, due to the fluctuating operations such as confront the seamen, fishermen and fish cannery workers during the war period, and

WHEREAS, They have extensive information regarding the fishing industry, and

WHEREAS, They have definite proof that wholesale exploitation is taking place relative to the fishermen who deliver the catch, and

WHEREAS, Large groups of these fishermen live on incomes which are actually lower than those of the sharecroppers of the deep south, and

WHEREAS, The officers of the Seafarers' International Union of North America, further petition the American Federation of Labor to lend assistance in a problem involving Towboatmen, which problem has arisen in the past few months and is due solely to the war effort and enemy submarine activities, and

WHEREAS, The United States Government has constructed some 500 new tug boats and large numbers of oil barges which are to be operated on our inland waterways, and

WHEREAS, They have been successful in establishing a Towboatmen's Union in New Orleans, Louisiana, with some of the ma-

for operators in the peacetime period, and

WHEREAS, It now develops that these new oil barges are to be operated on a twelve-hour work day basis, and

WHEREAS, They find that the Government agencies have awarded these barges to companies having a twelve-hour work day and no union relations, and

WHEREAS, The Seafarers' International Union is unable to attempt this widespread organizing campaign at this critical time, and

WHEREAS, Their sea-going members are being shifted from one part of the nation to another, and

WHEREAS, Because of the war they are compelled to establish temporary offices and move out to little ports never before heard of, which has involved an increase in personnel and a corresponding increase in overhead expense, and

WHEREAS, They find that the amount of revenue the international has on hand with which to operate renders the situation to an impossible status, and

WHEREAS, They further feel that unless the American Federation of Labor can come to their rescue in this war emergency that some dual or would-be dual union is likely to intervene, and

WHEREAS, A Federally owned Corporation known as Federal Barge Lines, which operates all traffic on the Mississippi River has established an eight-hour day with overtime in excess of eight hours, therefore be it

RESOLVED, That the American Federation of Labor now in convention assembled at Boston, Massachusetts, goes on record to give the Seafarers' International Union of North America the necessary financial assistance to carry through to a successful conclusion an organizing campaign among the fishermen, bargemen, and towboatmen in the above mentioned field.

AFL MEMBERSHIP SHOWS BIG GAIN

BOSTON — The dues-paid membership of the AFL at the end of its fiscal year, Aug. 31, 1943, stood at 5,939,021, Secretary-Treasurer George Meany reported to the convention.

This represents a net gain of 457,440 members since the last annual report made to the Toronto convention in 1942.

However, the total does not include the membership of the International Association of Machinists which paid per capita tax on 328,500 members in 1942 but withdrew its affiliation in the past year. Thus the gross gain in new members for the year was actually 785,940.

Mr. Meany also submitted a detailed financial report for the year, showing receipts of \$2,422,934 and expenditures of \$2,010,029, with a balance on hand of \$1,680,076 at the end of the fiscal year. Receipts and expenditures are broken down into separate and detailed categories.

Reports received from affiliated unions showed that they had paid out a total of \$22,965,611 in death, sick, unemployment, disability and other benefits to members during the year.

Machinists Return To Federation

BOSTON, Oct. 7—The membership of the American Federation of Labor was brought to 6,564,141, the highest in its history, today by the return of the International Association of Machinists.

Announcement that the machinists' union, which left the AFL on May 27 because of a jurisdictional dispute with the United Brotherhood of Carpenters, was ready to return to the fold was made by George Meany, AFL secretary, at today's convention session.

After long applause the delegates ratified a report of the executive council which contained a letter from Harvey W. Brown, president of the machinists' union, stating that his union was withdrawing its resignation.

The machinists, said Mr. Meany, had 625,160 members and were now restored in full standing, as they had paid their per capita tax for the months since May. The amount was \$45,281.

President William Green, who welcomed the machinists back, said that the negotiations which preceded settlement of the jurisdictional dispute proved that good sense, tolerance and fairness in negotiations usually resulted in ending such disputes.

Inasmuch as the United Mine Workers are assured of reinstatement in the AFL within a reasonable time, delegates today expressed satisfaction that the federation would have a membership of 7,164,141 once the 600,000 miners were back in the fold.

Labor Was Right; Wage Hike Solves Manpower Needs

(Continued from Page 1)

other war industries in the region. After attempting every other nostrum, government officials finally decided to try Brown's "remedy." Army chieftains descended on the National War Labor Board and demanded that it grant a substantial raise to Boeing workers, regardless of "hold the line" regulations or other orders. The board complied, reclassifying the workers so as to give them increases of about 15 cents an hour. It did so, it said, only as an "experiment."

This week, it was revealed the "experiment" has been a spectacular success. "Business Week," a magazine of industry, far from partial to workers, made a checkup and found that workers are flocking into the Boeing plant at so rapid a rate that the company may soon have to put out "no help wanted" signs.

Whereas employment previously was dropping, the company in three weeks was able to make a net gain in its rolls of 1,518 workers, and the rate of increase is growing each week.

Around The Ports

BOSTON

I attended the AFL Convention that was held in Boston the past two weeks, along with Brother Pat McHugh, Secretary of the Atlantic Fishermen's Union.

Your union, the SIU had a resolution requesting the AFL to put on organizers to organize the fishermen and towboatmen in the Gulf. As a delegate to the AFL Convention, yours truly, along with Brother Pat McHugh, had to appear before the resolutions committee to show cause why these organizers were needed. After explaining to the committee the geographical outlay and the territory that must be covered, the committee recommended to the executive council that our resolution be concurred in.

It was brought out at the Convention that over two million members of organized labor are now serving in the armed forces.

Joseph P. Ryan, President of the International Longshoremen's Association, took the floor and gave quite a talk on what the seamen were doing and paid great tribute to the late Andrew

Furuseh, also Harry Lundeberg, Duke Dushane and Whitey Hawk.

I would like to remind the members of our union to stress the importance of the Social Security Act to the members of their family or dependents, that in the event that they pass on to contact the nearest Social Security Board and put in a claim. If they fail to make a claim within a certain period they will lose all rights under the Social Security Act.

The Port of Boston is experiencing the heaviest shipping record in history. We are having quite a few West Coast ships here and I believe there should be a West Coast representative stationed here in Boston as they have as many as four to six ships here daily.

At this time I would like to mention that the five Flaherty Brothers, John, Cy, Bill, Eddie, I forgot the other boy's name, have all received their tickets and are sailing as mates or engineers. I believe this makes some sort of a record.

A salute to our gallant members.

JOHN MOGAN, Agent

From The Labor Press —

MANPOWER PROBLEM EXAGGERATED IN ORDER TO SMEAR AMERICAN LABOR

Have the "brass hats" and other government officials deliberately exaggerated the seriousness of the manpower situation in order to foist shackles on the nation's workers?

On the pretext of a critical scarcity of labor, army and navy chiefs, with the backing of Tories in Congress, have been clamoring for a so-called "national service" law, under which workers would be drafted for the profit of private employers.

However, confidential figures circulated among research men in the War Production Board and War Manpower Commission, which LABOR was privileged to see, revealed this week that the manpower shortage, for the country as a whole, is much less critical than the public has been led to believe.

An even more sensational disclosure as to manpower came from Princeton University. No one needs be told that Princeton is not a champion of organized labor, yet, in an independent study made by its department of economics, the university arrived at the conclusion that employers are wasting the equivalent of 5,000,000 workers.

That's at least a million more than the very highest government estimate of labor needed for the 12 months from July,

1943, to July, 1944, to replace men inducted into the armed forces and to supply additional workers to war industries.

Thus, if Princeton is right and the enormous waste it cites were eliminated, the country would have a surplus rather than lack of workers.

Princeton's report blames the appalling squander of labor directly on managements. "Inefficient managerial conditions, poor plant layout, lack of cooperation between department heads, interruptions of work caused by poor scheduling" are among abuses listed in the report.

Bad working conditions are also described as a major factor in wastage of labor. Lack of adequate grievance machinery, unhealthy surroundings, tyrannical foremen, complicated wage setups, failure of management to take workers into their confidence are evils recorded by the university.

"Do not expect the employe to accept unnecessary hardships in the working environment just because it is war-time," the university emphasizes. "In encouraging employes to give steadily the maximum in production, management must maintain working conditions conducive to employe well-being."

—Labor

'ATLANTIC AND GULF SHIPPING FOR WEEK OF SEPT. 27th TO OCT. 8th				
	DECK ENGINE STEWARD TOTAL			
SHIPPED	680	344	582	1606
REGISTERED	530	397	380	1307

WAR PROFITS GO UP AND UP

Kilgore Report Toes NMU-Stalinist Line

(Continued from Page 1)

In the case of Russia, shipping space has been allocated for only two-thirds of the munitions and food promised under the protocol."

The report then goes on and gives a great plug in for the War Shipping Administration. It states that the WSA should have charge of all shipping from the factories to the final destination. It blasts the Army and other government agencies, and throws Orchids at the WSA.

Then the East Coast Longshoremens are taken over the hurdles, and the set-up on the West Coast under the domination of Harry Bridges is given the green light and is supposed to be a bed of roses and is recommended for the East Coast. However, in regards to the wage question no mention is made that Harry Bridges is pleading that the wages of the East Coast Longshoremens are receiving are higher than the West Coast and that they should be granted an increase. This is being done under the usual ballyhoo of stabilization.

The Merchant seamen are then given a flock of orchids, but it is interesting to note in what direction the line runs.

"The men who man our merchant ships are doing a magnificent job. The crews are efficient and their morale is high. Adequate number of seamen have volunteered or have been recruited so that ships sail fully manned and with only negligible delays. The number of seamen on American ships has nearly doubled in the last year. There have been no strikes. Discipline has been excellent in spite of the difficult living and working conditions imposed by wartime conditions. Despite high casualties from enemy attacks, labor turnover has been lower than in war industries ashore. American seamen have delivered the goods."

From the above it would seem that the seamen are at last getting credit from a government committee on the splendid work that they are doing. However, there is a reason for the above build-up, and here it is.

"American seamen are heroes. Thousands have died under bombardment and torpedo attack. They and their organizations, particularly the National Maritime Union, have acquitted themselves with honor. The appreciation of the American people is theirs."

Well, there you have it, no mention is made of the AFL Unions. The committee put a plug in for the unions affiliated with the CIO, and praises in particular the NMU. Now let's see what the committee's views are on the WSA.

"The War Shipping Administration, in the office of the deputy administrator for labor relations, manning, training and recruitment has been operating an adequate recruitment and training program. In

no other branch of war industry has there been a manpower agency so well equipped to meet its responsibilities. It has done a good job."

The above quotation on the committee's report deals only with the WSA division, headed by Captain Edward Macauley. The committee, in putting a plug in for Captain Macauley's division of the WSA, follows the usual line that is carried in the Pilot.

When a fisherman who knows his business goes fishing, he would use the bait most appropriate for the fish that he intends to catch. In the final analysis of the report, it boils down to these simple facts:

1. The committee went out of their way to lay the groundwork on the Commies argument for a second front. Which was picked up and published in the Daily Worker the same day that the committee's report was made public.

2. The plug for the WSA, and when mention is made regarding the WSA it means Captains Macauley's division, certainly further leads us into the belief that the Captain's division has and is playing ball with the Commies of the NMU.

3. The plug regarding the West Coast longshoremens, under the Control of Harry Bridges, and the particular stress laid on the NMU activities in this war, lead us to the following conclusions:

That some members on the staff of the committee are either Commies or fellow-travelers.

The report states that Henry H. Collins, Jr., is the executive secretary; other staff members included Lincoln Fairley and Leigh Athern. These three staff members are cited by the attorney general as being members and sponsors of subversive set-ups fronting and controlled by the Communist Party. Leigh Athern was connected with the "YANKS ARE NOT COMING" movement on the Pacific Coast. And that, my friends, is how Russia operates.

HERE'S THE RECORD ON MEMBERS OF THE KILGORE COMM.

LEIGH, ATHERN — Graduate of University of California and Harvard Law School. In 1938-39, Attorney for LaFollette Committee hearings in California. In 1939, labor relations counsel and administrative assistant, California State Relief Administration. January, 1941 to date, principal Attorney, Office of Price Administration, Washington, D.C.

The Western Worker 2/11/37 shows him a member of the Citizens Committee for Repeal of the San Francisco Anti-Picketing Ordinance. Notice of a meeting of the People's Legislative Conference, held 2/27/37, named Athern as Secretary.

Articles appearing in Peoples World, 5/14/40 stated Athern, a delegate on Ellis Patterson's slate in the "recent presidential pri-

The table below sets forth a comparison between the wartime profits of twenty-nine prominent American corporations and the profits they made before the war boom developed. It is a question of great concern to all Americans whether our distribution of war income is disproportionately increasing the size of incomes received by wealthy individuals and large companies.

(Figures are in thousands of dollars)

Company	1936-39 Average	1942	Percentage increase	First Half 1943 compared to first half 1942
American Car & Foundry	\$ 72	\$ 7,056	9700	Unavailable
American Locomotive	1,462	7,552	417	+175
American Rolling Mill Co.	4,346	9,281	114	+12
American Type Founders, Inc.	131	2,161	1550	+86
American Woolen Co.	-631	6,824		+37
Aviation Corp.	-599	5,324		+1
Bath Iron Work	260	3,743	1340	+129
Bendix Aviation Corp.	2,627	15,990	505	+3
Bethlehem Steel Corp.	19,269	38,188	98	+5
Blaw Knox Co.	1,257	2,276	81	+34
Borg-Warner Corp.	5,585	9,716	74	+17
Budd (Edw. G.) Mfg. Co.	236	5,222	2113	-35
Crosley Corp.	258	1,738	574	+599
Crucible Steel Co. of Am.	1,901	8,308	337	-3
Fairfield Aviation	274	1,131	313	+23
General Electric Co.	44,115	62,081	41	-11
Jones & Laughlin	1,580	11,143	605	-2
Mack Trucks, Inc.	620	4,488	624	-5
Martin (Glenn L.) Co.	2,084	9,659	363	Unavailable
Otis Elevator Co.	2,696	5,273	96	+46
Pullman, Inc.	6,232	17,042	173	-19
Remington Arms Co., Inc.	1,185	7,354	521	+91
Republican Steel Corp.	5,801	20,187	248	-26
Sperry Corp.	3,986	7,945	99	+77
Studebaker Corp.	1,040	2,548	145	+152
United Aircraft Corp.	5,161	20,994	307	+47
United States Steel Corp.	45,098	96,819	115	Unavailable
Westinghouse Mfg. Co.	14,674	21,216	45	+86
Youngstown Sheet & Tube Co.	6,785	13,564	100	-6

mary" will analyze the election returns at a meeting of Labor's Non-Partisan League's club.

6/21/40 issue of the San Francisco Chronicle named him as a sponsor of the "Peace Ballot" conducted by the San Francisco Coordinating Council for Peace, which was branded by the West Coast police as Stalinist inspired.

Mr. Harper L. Knowles, Chairman of the radical research committee of the American Legion, Department of California, testifying before an executive hearing of the Congressional committee on Un-American activities at San Francisco, Cal., on 8/20/40; (Executive hearings, page 1496 and 1497).

THE CHAIRMAN — "Do you know any other official whose name is on this letterhead who is a member of the Communist Party — Mary Moore, for instance?"

Mr. Knowles — "I am not in a position to verify her membership in the party. You are looking at the face of the letterhead. On the reverse side are other names. Dr. Thomas Addis is a known communist; Leigh Athern is a known communist."

Mr. Stedman — "Wasn't Leigh Athern attorney for the LaFollette committee on the Pacific Coast?"

Mr. Knowles — "He was investigator for the LaFollette Committee in their California hearings, and according to information supplied me, was active in gathering official information. That is, information in official files for the committee and also the Communist Party. Much of the material that he covered during his investigation showed up in communist literature. For instance, in the Harry Bridges deportation trial."

"Other known Communists mentioned by Mr. Knowles as be-

ing on the above mentioned letterhead with Athern were — Louise Bransten, Germaine Bulcke, J. Vernon Burke, Revels Cayton, Rikce R. Ellessor, Lou Goldblatt, Sam Jaye, Alex Noral. All the others appearing on the letterhead are active fellow travelers, known to us here in the Bay area as such."

Affidavit of Arthur James Kent, County of Los Angeles, State of California, to the Congressional Committee on Un-American activities, dated 11/2/38 — (Excerpts from this affidavit are as follows) "I make this affidavit voluntarily, at my own initiative. In the years 1932-33-34-35-36 and until Sept., 1937, I was a member of the Communist Party; and in the years 1936-37 I was a membership director of the Communist Party at San Francisco, and in charge of political activity of the Party. I was personally acquainted with the leading members of the Communist Party in California in those years. For almost a year prior to June 1937, a strategy committee of the Communist Party would meet with certain members of the California Legislature, and sometimes also with other sympathetic persons who were not actual members of the Party.

"I was also, in 1936-37, fraction secretary of the conference for progressive political action, the fraction being all party members in various California cities who were leaders in political action. As such secretary, I was instructed by the leaders of the communist party — Schneiderman, Spector, or Gannett, what legislative bills were to be pushed and by whom; then I would contact Leigh Athern, official secretary of the conference, and he would contact those assemblymen, or Plunkert would do so, or Leo Geyer would contact them,

In addition, workers have a justified grievance against large profits at a time when their own incomes have been subjected to severe controls.

Many of the companies listed in the table have multiplied their pre-war profits so rapidly that taxes have been unable to catch up with them. Fourteen of the twenty-nine companies made ten times as much in 1942, before taxes, as they averaged in 1936-39. Almost all multiplied their pre-war income, before taxes, by four. In several cases the percentage increase was numbered in the thousands. Inasmuch as a corporation may not be required to pay a tax in excess of 80% of its total profits, a 1000% increase in profit, before taxes, leaves the company with double its normal income.

Ship Built By AFL Men Presented To Chinese

RICHMOND, CALIF. — The United States has transferred to the Chinese government a Liberty Ship built here at the Permanente Metals Corp. yard by AFL workers. The ship, named for Generalissimo Chiang Kai-shek, was presented to Chinese representatives by Edward R. Stettinius, Jr., Lend-Lease Administrator. It will enter the trans-Pacific trade as a training vessel for merchant seamen.

all as I suggested. Further, Plunkert reported weekly, during the legislative session, to the top fraction of the Communist Party, namely, Schneiderman, Spector or Gannett, Athern and myself." (Hearings, pages 2983-2984).

Henry H. Collins, Jr., Washington Committee for Democratic Action. National Federation for Constitutional Liberties, Panel member at conference—Descendants of the American Revolution, Member National Council.

Marian Anderson Citizens' Committee — Member, Forest Glen Md. American Committee for protection of Foreign Born—Member, board of directors.

Lincoln Farley, member Washington Book shop, cited as a C.P. front by the Attorney General.

Member, American League for Peace and Democracy, cited as a C.P. front by the Attorney General.

The above persons, Henry H. Collins, Jr., Leigh Athern and Lincoln Farley, are staff members of the Subcommittee to investigate the National Defense program.

The Chairman of the Committee is the Hon. Harley M. Kilgore, Senator from West Virginia and on October 7, 1943 Subcommittee Report No. 3 was submitted to Congress, on Mobilization of Shipping Resources.

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