

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



Vol. VI.

NEW YORK, N. Y., FRIDAY, MAY 19, 1944

No. 12

AFL Executive Council Supports SIU On Bonus

U.S. Submits Plan To ILO Conference To Raise World Wide Labor Standards

PHILADELPHIA.—The United States Government submitted to the national labor conference a plan of action for putting into effect the social objectives of the Atlantic Charter through measures designed to win improved labor standards, economic development and social security.

Pressing for the adoption of five concrete steps to better the lot of the working man throughout the world, the United States plan called also for the promotion of a less restricted system of international trade, including freedom of the air, and for close scrutiny to make certain that the signatory governments abide by the rules.

The sweeping plan was placed before the newly constituted United Nations committee of the ILO by Frances Perkins, Secretary of Labor, and Senator Elbert D. Thomas, Government delegates. The plan is the product of six months of conferences by all interested Federal agencies and departments in Washington.

Through ratification of the plan each signatory government would, among other things, recognize its obligation "to foster expanding production and employment on a sound basis, free from disruptive fluctuations, and to insure that workers and facilities shall not be allowed to be idle while the needs of large

parts of the world remain unsatisfied."

The plan sets out these five points:

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New York Hall To Be Open Longer Hours

The dispatching hall in the Port of New York is to be open for longer hours than formerly, it was reported at the meeting last Monday night.

The hours, hereafter, for dispatching of Union Brothers to jobs will be from 8 A.M. to 9 P.M. on week days, Monday through Saturday, and from 10 A.M. until 6 P.M. on Sundays.

The step was taken to protect many of the Union Brothers' jobs and afford them greater service during the coming period. Agents of the other Branches have also been requested to post this notice on their bulletin boards.

Seamen Warned On Censorship Regulations

The following wire has been received by the New York office, warning all seamen on the censorship regulations.

John Hawk, Sec'y-Treas.,
Seafarers Int'l Union of
North America,
2 Stone Street
New York, N. Y.

The office of censorship has asked us to advise and emphasize the following notice for publication to your membership on Bulletin Boards and newspapers:

"Crew members are prohibited under Section 303 of the first war powers act from any attempt to evade censorship regulations, such as the carrying of letters for themselves or others without first submitting them to censorship."

"Any violation of this act may subject the offender to imprisonment for ten years and a fine of \$10,000. (Signed) G. H. Helmbold, Assistant Deputy Administrator for ship operations, War Shipping Administration."

Hubert Wyckoff, Assistant Deputy Administrator for Maritime Labor Relations.

Session Clears Way To Aid Union's Fight Against MWEB

PHILADELPHIA, Pa., May 17.—The Executive Council of the American Federation of Labor, in its extraordinary session, held here recently, decided to support the complaint of the Seafarers International Union of North America against the action of the War Shipping Administration through Capt. Macauley of the Maritime War Emergency Board in reducing bonus payments to seamen who are asked to take ships into hazardous waters.

London Labor Parley Suddenly Abandoned

PHILADELPHIA.—The world conference of labor proposed by the British Trades Union Congress and repudiated by the American Federation of Labor will not be held, it was officially announced here. The meeting had been scheduled to open in London next month.

The AFL had opposed the conference on the ground that it would not be truly representative of the free trade union movements of the world, which were not consulted before the plans for the meeting were announced.

British labor delegates to the ILO here said the transportation blockade, imposed because of the impending military drives by the United Nations, made the gathering impossible. It is understood, however, that interest in the proposed meeting turned lukewarm after the AFL repudiated it.

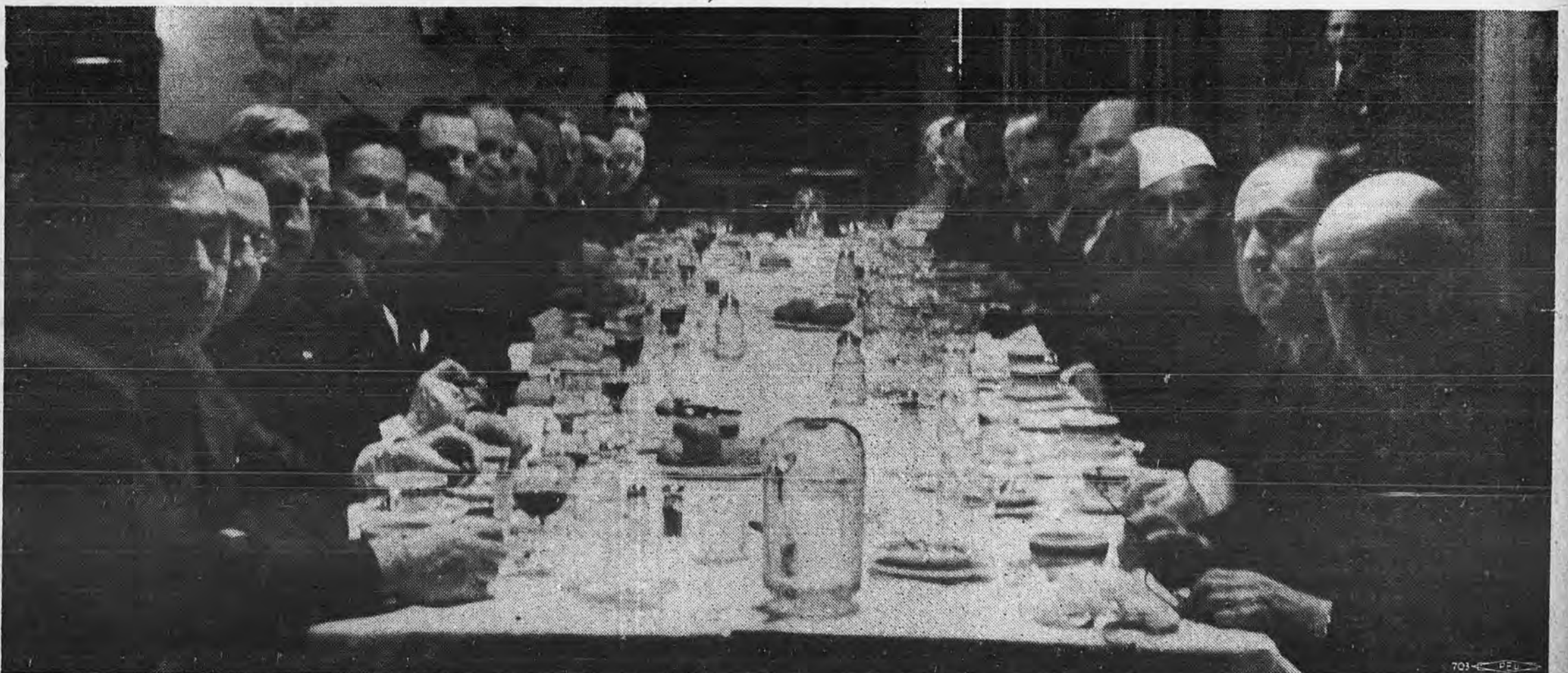
Harry Lundeberg, President of the SIU and Sec'y-Treasurer of the SUP, and John Hawk, Vice-President of the SIU and Atlantic and Gulf District Sec'y-Treasurer, appeared before the Council in a full-dress session and laid the details of the Union's fight on the reinstatement of bonuses to the pre-April 1 level, and increased war-risk insurance for seamen.

Full history of all the bonus disputes was laid before the highest body of the AFL and Brothers Lundeberg and Hawk disclosed the minute details of MWEB Chairman, Macauley's, maneuvers on the matter.

Harry Lundeberg told the Council that more than 1,900 of the Union's members had been killed by enemy action since Pearl Harbor.

The Council also plans to issue three new charters to Interna-

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Above is a picture of the banquet which was given the Workers' Delegates from all over the world to the ILO Conference at Philadelphia, Pa.

This was attended by Brothers Harry Lundeberg, Matthew Dushane, and John Hawk, advisors on maritime affairs to Robert Watt (AFL), American

Workers' Delegate to the ILO. Delegate Watt is a member of the Executive Body of the International Labor Organization.

SEAFARERS LOG

Published by the
**SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA**
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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- JOHN HAWK** - - - - - *Secy-Treas.*
P. O. Box 25, Station P., New York City
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Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	BOWling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
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PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043

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Those NMU 'Victories'

AN EDITORIAL

Wonderful and mysterious are those heralded gains of the NMU officials carried in streamer banners across the front page of the Voice of the NMU??? the Pile-it.

Never a week passes but we are entertained to a display in the art of publicity—i.e., covering things up through the use of words.

After reading an issue of the Pile-it, one is immediately tempted to start counting the money, and a marvelous feeling creeps over the uninitiated and the innocents. "God's in his Heaven, all's well with the world" the Commicals are sure on the job looking after his interests. He can order another beer any time on the strength of the headlines in any week's Pile-it.

But, if he sticks around long enough to get some use out of the fee that he paid to the NMU officials as an "Initiation Fee" (This explains why it is appropriately called an Initiation fee), he will find that the heralded gain he celebrated months ago, has vanished like the snows of yesteryear. Nothing in fact, has been changed! The Yogis of 17th Street are still spinning their mysterious victories in headlines which never materializes.

It's the old Indian rope trick we have heard so much about where everything disappears before your very eyes after you bet your last dollar on the vision being a reality.

Aye, it's a bonny feeling.

Many an NMU member has spent his last dollar celebrating his union leaders' victories which he vicariously deemed his "victories" and felt rich in the spending. Why didn't the gains of the Commicals mean that further gains were in the offing, and wasn't he richer today than he was the day before?

And, he would be richer tomorrow than he is today by the same logic derived from the NMU Pile-it.

A horrible feeling is the morning after the night before. That terrible dark brown taste and the pounding headaches. "Never again." We are off it for life. The elixir of Life has turned out to be an adder in our bosom. We are through.

Never again!

Well, Brothers, it's the same with the Pile-it and the

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WHAT'S DOING

Around the Ports

NEW YORK

This Port just had the largest week for any Branch in the Seafarers' history. As a result, the officials up this way have strictly been in high gear.

Since the Patrolmen here believe in settling beefs at the point of production, right on board the vessel at pay-off-time, we have avoided any accumulation of unsettled beefs, which usually occurs in busy times, and which ties a port down for some time after.

We have put into practice in

U.S. Submits Plan To ILO Conference To Raise Standards

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"1—Opportunity to useful and regular employment of all persons who want work, at fair wages or returns and under reasonable conditions.

"2—Establishment of minimum standards of employment to prevent exploitation of those workers, whether employed or self-employed, whose opportunities for high wage employment are limited.

"3—Provision for child welfare.

"4—Raising standards of living to provide adequate nutrition, housing, medical care and education.

"5—Provision for a regular flow of income to all those whose employment is interrupted by sickness or injury, by old age or by lack of employment opportunity."

this Port something that will prove highly beneficial in combatting the WSA fink Halls and from preventing them from loading our ships with phonies on week-ends and after 5 p.m.

We are now staying open every day from 8 a.m. until 9 p.m., including Saturday. We will be open on Sunday from 10 a.m. to 6 p.m.

The membership here have made up their minds that to really fight the WSA and RMO fink tactics we must make it a full-time fight rather than a 5½ day a week fight. In the future, we will save at least 40 jobs every week in this manner.

It should prevent our membership from becoming top-heavy for the amount of jobs that we have. The most important part is that we won't have good union ships polluted with anti-union fakers and WSA stiff.

Every man paying off in this Port who has charges placed against him on board any vessel for anything, by the Coast Guard, is advised to contact the Business Agent as soon as possible. Thus he can have someone to represent him at the hearing in the Coast Guard Examiner's Trial.

We have been very successful here, by defending our members, in avoiding having a whole bunch of them tied up with 60 and 90 day suspensions which could have been easily avoided by proper representation at the right time. The only thing required of any Seafarers member to get representation here at this Branch, is that he be sober.

I noticed in the last issue of the Pilot that the New York Agent of the NMU was blasting some of our members for being phony—while at the same time the same

men whom they were blasting were at sea making it the hard way. That is a damn sight more than the NMU Agent is going to do—you can bet your Aunt Susie's Blue Bonnet on that!

You can't push the Commy line at sea—not only that—it's also dangerous, even for "pinkos."

Yours till the commies go to sea.

PAUL HALL, Agent

Get Your Papers If Your Name Appears Below

Because the law requires that seamen's papers, identification and efficiency certificates, as well as Coast Guard passes and passports be turned over to their respective authorities when they have become lost, the Union has returned to such offices in New York the particular items as listed below. They will be returned to the individual seamen upon application thereto.

CERTIFICATE OF IDENTIFICATION
Bureau of Marine
Inspection & Navigation
42 Broadway

EDWARD ARTHUR MURPHY

SOCIAL SECURITY ACT
Social Security Board
45 Broadway

JOHN JOSEPH CROSS
No. 140-18-9105

DISCHARGES
U. S. Commissioner's Office
42 Broadway

THOMAS E. THOMPSON (15)



Above: Harry Lundeborg, President of the SIU of NA, confers with Madame Francis Perkins, U.S. Sec'y of Labor at the ILO Conference in Philadelphia.

NMU Conditions Back To Depression Day Style SIUer Says

Editor of SEAFARERS LOG:

Paid off an NMU tanker about three days ago. Signed on that job in Feb. in the Port of Recife, Brazil.

The conditions on that ship were no different than those of the old days. Port-holes leaking in all the rooms, overheads were so bad several of the crew had damaged suit-cases.

One shower for nine men, also three men in the Stewards' Dept. who used the black-gang wash-room. The crew's mess had a coolerator, which had to be filled with ice every night to keep the night lunch from going bad.

The Steward was strictly a company stooge, had it not been for the militant stand of the Chief Cook, we would have been on the two-pot standard. The Steward used to issue fruit juices one cup to a man. The black-gang delegate and myself soon put a stop to that, even though we had damn little backing from the rest of the crew.

Attended one meeting while on that scow, and it was a joke. The Bos'n ruled the set-up, he elected his own chairman, made and seconded his own motions. He tried to pass a rule that we have perfect silence in the crew's passage way at 8:00 p.m. sharp, as he was

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Germans Fear Foreign Seamen's Ship Sabotage

(I.T.F.)—In a seamen's broadcast the German radio station Deutschlandsender on 19th December gave German seamen the following warning: "In German ships there are now a number of foreign seamen, some even belonging to enemy nations, replacing Germans serving with the Forces . . . It would appear that foreign countries have not sent us their best seamen. This has led to certain difficulties.

"Although the foreigners are members of the crew, with their rights and duties, they do not belong to the ship's community. Foreigners are foreigners; one does not want to take up an attitude of superiority towards them, but . . . our ties of community must on no account be undermined by false sentiment. Of course we should treat the foreigners decently—at least, as decently as they deserve . . . But national community is national community . . ."

"It is therefore important that the training of ship's apprentices should be undertaken exclusively by German seamen. And, of course, apprentices must not be detailed for any personal service to any foreign member of the crew, with the exception of the galley . . . German seamen should never discuss orders in the hearing of foreigners on the after-deck. Officers must never reprimand German members of the crew before foreigners. It would outrage our national honour and community . . ."

68 More Tankers To Be Constructed

WASHINGTON — Contracts that have been awarded for the construction of 68 large ocean-going tankers, the Maritime Commission reports. Certain existing contracts have been rearranged so that the tankers may be delivered by July 1, 1945.

Twenty-four tankers will be constructed by the Sun Shipbuilding and Dry Dock Co., of Chester, Pa., (IUMSWA-CIO). This is part of a total of 50 tankers to be constructed by the Sun Co. during 1945. To allow for the full use of the Sun yards for tankers, a contract for 30 transport vessels has been withdrawn.

Contracts for construction of 38 tankers have been awarded to the Kaiser Co., Inc., Swan Island Yard, at Portland, Ore., (Metal Trades-AFL). A contract for six tankers has been awarded to the Bethlehem-Sparrows Point Shipyard, Inc., Baltimore, Md., (IUMSWA-CIO).

Of the vessels removed from the schedule of the Sun Co., 20 will be constructed by the Kaiser Co., Vancouver Yard, at Vancouver, Wash., (Metal Trades-AFL). The remaining 10 vessels will be built by the Kaiser Co., Richmond, Calif., Yard No. 3, (Metal Trades-AFL). Thus it will be possible to complete them in 1945 without conflicting with the tanker program.

The award last February to the Kaiser Vancouver Yard of a contract for 60 coastal cargo vessels has been rescinded to make room for the transport vessels. Award has been made to the Kaiser Cargo Co., at Richmond, Calif., (Metal Trades-AFL) for construction of nine of the coastal vessels, which, with 12 already on the ways, will all be completed by the end of March, 1945.

ATTENTION!

Agents in the Branches are asked to please post the various Boxes containing news on Draft Deferment, Bond Buying, and Payment of Assessments to Keep in Good Standing, etc., on the Bulletin Boards.

This will help to keep some of the members well informed on these questions.

—SEAFARERS LOG

Honor Roll

CREW OF SS WILLIAM STEWART	
STEWART	\$20.00
SS JAMES DUNN	10.00
B. V. LUSTAGO	10.00
J. T. BUTLER	10.00
WING'S CAFE	9.00
WOOD SURVIVORS	7.00
SS CHARLES S. FINGER	7.00
SS THOMAS GREGORY	7.00
BALTIMORE MEMBERS	5.00
SS ROBIN GRAY	4.00
L. W. JAMES	4.00
F. W. DE HANEY	2.00
CARL HOWELL	2.00
R. RAE	1.00
G. GORDANO	1.00
N. O. STONE	1.00
G. J. EISENHADT	1.00
TOTAL	\$101.00

"Expert" Curran Shown-Up Again

Here again Curran of the NMU is shown off the beam, for he declared before a Congressional Investigating Committee in favor of Liberty Ships. He "experted" to such an extent that the Army exposed him and declared they wouldn't allow troops to be transported in such vessels. Here again, Curran, who declared that the Liberties were good enough for seamen is exposed by another CIO Union—and he's supposed to be a vice-president of the CIO.

"Workers Protest Liberty Ships

"SEATTLE, May 3.—Members of the United Cannery Agricultural and Processing Workers Union has sent a resolution to the War Shipping Administration protesting the use of Liberty ships to transport labor northward. The union says its members will not sail in Liberty ships unless they are strengthened."

Curran says the Liberties are good enough for seamen — although they are shown to be not good enough for the Army, and now for Cannery Workers.

Keep In Touch With Your Draft Board

MONEY DUE

The following men have money due them as listed on the TUG POINT SUR: Collect at Moran Towing Company Offices, New York:

8-12 Oilers Peter Drvas and Hilber Desplas 122 hrs. relieving 4-8 watch for supper; Steward Israel Kavner, 160 hours for dumping garbage; Bos'n. Chas. Kolodgy, 160 hours for dumping garbage, and for doing sanitary work, 25 hours.

SS RUFUS PECKHAM: John H. Evans, Chief Cook and George Price, 3rd Cook. Cook's wages and bonuses to be divided between these two men. Collect at

Bull Line Office, New York.

SS RUFUS PECKHAM: Messenger and utility man wages to be divided among Theodore, Smith, Oran Sistes, Calvin Hester, George Chamberlain, Leo Duncan.

Bonus attack due the crew members of SS JAMES WAYNE. All hands will be paid \$375 each for attack bonus. Can be collected at Waterman Line Offices, New York.

For any further information on above see Eddie Higdon, Counter Patrolman, New York Branch.

Seamen's Security Plan Is Approved By Merchant Marine Committee

WASHINGTON, May 10.—The House Merchant Marine and Fisheries Committee has released a tentative report approving legislation looking toward the establishment of a system of unemployment compensation for maritime labor which would call for a 3 per cent pay roll tax to be paid by employers.

Covering a detailed history of pending legislation on marine unemployment compensation which has been before Congress for six years, the committee suggests that there should be imposed upon the steamship industry the same taxes as are imposed on other employers subject to the Federal Unemployment Tax Act.

"Escape" From Taxes

Declaring that in the period since 1935 maritime employers have escaped not less than \$35,000,000 in unemployment taxes, the committee concludes after careful study of the records in connection with the maritime unemployment question that, although the cost of providing protection against the hazards of unemployment in industry, trade and transportation other than maritime transportation is borne at least in part by the employer, the employers in the maritime industry now bear such costs only to a minor degree, and, "for the most part, in the past, escaped entirely."

In suggesting provisions for an appropriate Federal measure, the committee concludes that a scale of benefits producing an average benefit approximating the average now paid under State laws would be a reasonable scale for a Federal maritime unemployment insurance system.

3% Tax On Employers

"The committee concludes," the report states, "that it is undesirable, at present, to provide any revenues apart from those raised

through a 3 per cent pay roll tax on employers."

The report said that the committee was not in sympathy with charges made by employers that the use of union hiring halls as normal places of registration for employment of union members would constitute administration of the scheme by labor unions. Applications for benefits, the committee said, should be filed in a Government office and processed by Government employes.

"The committee does not believe it to be the function of unemployment insurance to destroy or interfere with the systems of employment which have been established in the industry by the process of collective bargaining," the report asserts. "On the contrary, the committee believes that the union hiring halls should be used where they exist, with safeguards sufficient to insure that the unemployed are promptly referred to employment and other work as may be available."

Trust Fund

In addition the committee concluded that it is desirable to establish an account in the Unemployment Trust Fund in the Treasury into which taxes levied on the part of the maritime industry not subject to the Federal system should be covered.

The committee said that under existing employment conditions in the maritime industry, and for so long as such conditions continue, contributions under a maritime unemployment insurance system would be relatively heavy while benefit payments would be extremely light.

"At the 3 per cent rate, the total annual contributions would amount to \$4,777,192," the committee said. "According to this calculation, the excess of benefits over contributions in a normal year would be \$1,174,964."

SIU Plans Drive To Sell War Bonds; District Buys More

NEW YORK, May 18—The Atlantic and Gulf District is to invest in more War Bonds, it was learned here today. Plans for an intensified drive to sell War Bonds in the current War Loan Drive and thus aid the war effort are being undertaken by the Branch offices and the head-

quarters of the District of the SIU of NA, the quarterly finance committee recommends.

Plans are going forward to muster all possible support for the sale of bonds among the individual members of the organization, Sec'y-Treasurer John Hawk declared. He pointed out the mounting need for such sales to keep the war effort in full swing.

An investment of an additional \$11,000. from the Hospital and Burial Fund, and \$5,900. from the General Fund will purchase bonds with a matured value of \$23,000. This makes a grand total of bonds purchased this year of \$98,000.

The last purchase of bonds made in the Fourth War Loan

Drive was \$75,000, (matured value), which, with the \$102,000 (matured value), on deposit prior to that purchase made an aggregate of \$177,000. (matured value).

With the current purchase the total will stand at a round figure of \$200,000, (matured value).

All bonds purchased are deposited immediately in the safety vaults and held subject to the will of the Union's membership.

Assisting in the purchase of the bonds — which are to be bought through the Union itself — is Mrs. William J. Dwyer. Mrs. Dwyer is the widow of a member of the Sailors' Union of the Pacific who was lost with his vessel without trace during the war, as were all hands on the same ship.

AFL Executive Council Supports SIU On Bonus

(Continued from Page 1)

tional Unions in the near future, President William Green revealed at the close of the Executive Council meeting here.

The proposed new unions comprise the chemical workers, office workers, and fabricated metal workers.

At the same time, Secretary-Treasurer George Meany announced that the dues-paid membership of the American Federation of Labor reached the all-time high of 6,606,173 as of April 30, a gain of 546,485 members in the past 8 months.

Mr. Green said that the charters would be granted to the new international unions as soon as a few jurisdictional matters are straightened out. He expressed the hope that the charters would be issued before the next convention of the AFL in November.

Before adjourning, the Executive Council adopted a resolution favoring reduction of the cabaret tax from 30 per cent to 10 per cent. The high tax, the council was informed, has hurt cabaret and night-club business to such an extent that thousands of entertainers and catering employes have been thrown out of work.

The Executive Council also called upon the Order of Railway Telegraphers to abandon its injunction suit against the Brotherhood of Railway Clerks. The litigation involves a jurisdiction-

al dispute between the two unions. The Council declared the matter should be referred to the American Federation of Labor adjustment and decision in accordance with the laws of the Federation.

Cafe Donates To SIU Log

A note to the Seafarers Log from Wing's Cafe, 360 Cambie Street, Vancouver, British Columbia, encloses a donation of \$10.00 Canadian money, which is \$9.00 in American currency.

Wing, a Chinese, who has been an active trade unionist all his life, declares in his note:

"Please accept this donation for the Log. I have been an ardent admirer of the Seafarers International Union and the great work it has been doing in this great war effort."

NOTICE

ATTENTION!

RUDY BONICH

Please contact John Orman, 1905 Longwood Street, Baltimore, Md. This is important.

Wonders Of 17th Street

"Stenographers" to the right of them,
"Editors" to the left of them,
Disturbances in front of them,
Travelling on high.

Multigraphs and mimeographs,
Telegraphs, addressographs,
Visiting Commie physcopaths
All are standing by.

Telegram: so clear the way
Cablegram: that cost real hay;
Moscow, Chungking, Mexico way,
Day and night they fly.

Resolutions fall like hail,
Typewriter batteries must not fail,
We're agents for Stalin's Holy Grail:
Let us do or die.

"Blueprint" for every worker's life,
Codes of Slavery are our right,
All are planned and here in sight;
Onward! is our cry.

Party stoolpigeons are our Might,
Basking in our friendly light;
Fingermen busy day and night,
Can you wonder why?

Moscow! Cairo! and Teheran!
Warbles of the Rights of Man!
Ship 'em with musak and the old khan-khan
"Keep 'em Sailing" cry.

Millions of dollars on us pour,
Millions for Commie schemes galore;
Yet hungry Commie hordes yell "more",
Pumps are sucking dry.

Yet, for all this energy and the dough
No honest gains can the "leaders" show;
Political razzle is all they know;
WE ARE ASKING — WHY?

—Top'n Lift.

NMU Conditions Back To Depression Day Style SIUer Says

(Continued from Page 3)

under a terrible nervous strain, (mostly from booze).

That's when I was asked to leave the meeting, because of my objections to his dictatorship, the motion was lost by the Bos'n.

(The King was dead,
Long live the King!)

In Rio de Janeiro, with the help of the black-gang delegate, we succeeded in getting the portholes repaired, plenty fruit juices and an assortment of food-stuff that had been lacking all trip.

The ex-king Bos'n paid off in Aruba, as the 1st mate had filed charges against him for assaulting the Chief Mate (73 years old) — not much credit to the bos'n.

The steward got tough during the trip by trying to hit the saloon-messboy with a cleaver, the messboy got clear. He later came for me, was successful in taking the weapon from him and poking him in the jaw.

The steward was not drunk, although that was his excuse, when the crew demanded he be given 99 years upon our arrival in the port of New York.

The NMU tanker agreement is worse than the old ISU agreement, it's simply a ship-owners' contract, signed by the union officials.

The crew were a pretty decent gang of kids, though very ignorant of the labor movement; the NMU keeps them that way, it is easier to shear the sheep at pay-off time.

JOS. S. BUCKLEY,
Book No. 312

ex-SS Malabar
C. D. Mallary Tanker.

Help Yourself to Help
Yourself — Buy
War Bonds and Stamps.

Campaign For Silence!
Zip the Lips and
SAVE THE SHIPS!

Those NMU 'Victories'

AN EDITORIAL

(Continued from page 2)

NMU "leaders" so-called victoreis that vanish like smoke from a funnel rim. Yet, next week we study the headlines and call for another beer on the strength of further "victories."

If we would only take the trouble to read carefully and think hard over every sentence, using cold and calculating logic, somewhere in the middle of the long article we would stumble upon the truth showing that these "gains" are only NMU demands presented, but not yet granted, etc.

Take the *Pile-it* of May 5th, 1944, where we see Comrades Myers and McKenzie coming in from their Washington hunting grounds with a glorious bag of gains. We would judge from the report that only Myers and McKenzie were on the War Shipping Panel, instead of representatives of other Unions and the employers, etc.

The Panel is purely *Advisory* and can grant nothing.

Only the War Labor Board can grant concessions, and the WLB is held down by the Little Steel Formula in its operations.

Now what was the victory?

Aye, Brothers, it is another case of the froth disappearing from our beer while we have our heads turned, studying demogogic headlines placed before our eyes to delude us.

The victory? The proposal that the temporary wage of \$17.50 be incorporated into the base pay. Now the seamen are already collecting that and hold it in their hand. Organized strength can hold it and as long as it is paid, the precedent is established.

With organized strength and Unity in the industry under honest leadership, we do not have to fear the loss of the \$17.50.

Can it be that the Comrades realize that they have no organized strength and that the NMU membership has lost faith in their political fakers and are looking towards the AF of L, unity and organized strength, to hold the line on wages and conditions in the post war period?

Have they no faith in the seamen or their own leadership?

Or, in case this is refused by the WLB are they contemplating a sell-out in line with their stand on the Bonus question which they threw over the side in favor of an indefinite and hazy perspective wage raise by the War Labor Board.

This is NOT a wage raise or a raise of any kind, nor is it a gain in that sense of the word, even if granted. For not one cent will be added now or in the post war period to a seaman's earnings. We can hold the line and we can, through organized strength, backed by the AF of L, and this has been proven. We can dispense

with the Communist *bocus pocus* and their windy victories which mean nothing.

Yet, they have deliberately thrown away and cast aside the genuine gains and standards of the seamen as a whole by their refusal to fight the MWEB bonus cuts which they admit slashes a seaman's overall wages 12%. Who are they working for?

That is answered by the NMU, which some weeks ago, called a meeting of the shipowners in the NMU HEADQUARTERS and there offered to turn the NMU dispatching and hiring over to a representative of the shipowners. The photo of the Communist NMU leadership and the shipowners was published on the front page of the *Pile-it* for all to see. To see and read is only part of the job—to think and analyse is the real crux of our problems when we wonder what is happening to our wages and conditions and the role of the NMU officials.

That is how we tell the froth from the beer, Brothers. And, while we are paying for the beer we find that we have been served up froth in *Pile-it* headlines and find out too late that the froth has disappeared while we were engaged in reading all about Teheran, Moscow, the Red Army, Bolivia, Mike Quill or Lombardo Tolodano, etc.

Yea, Brothers, it's a great racket that the NMU has.