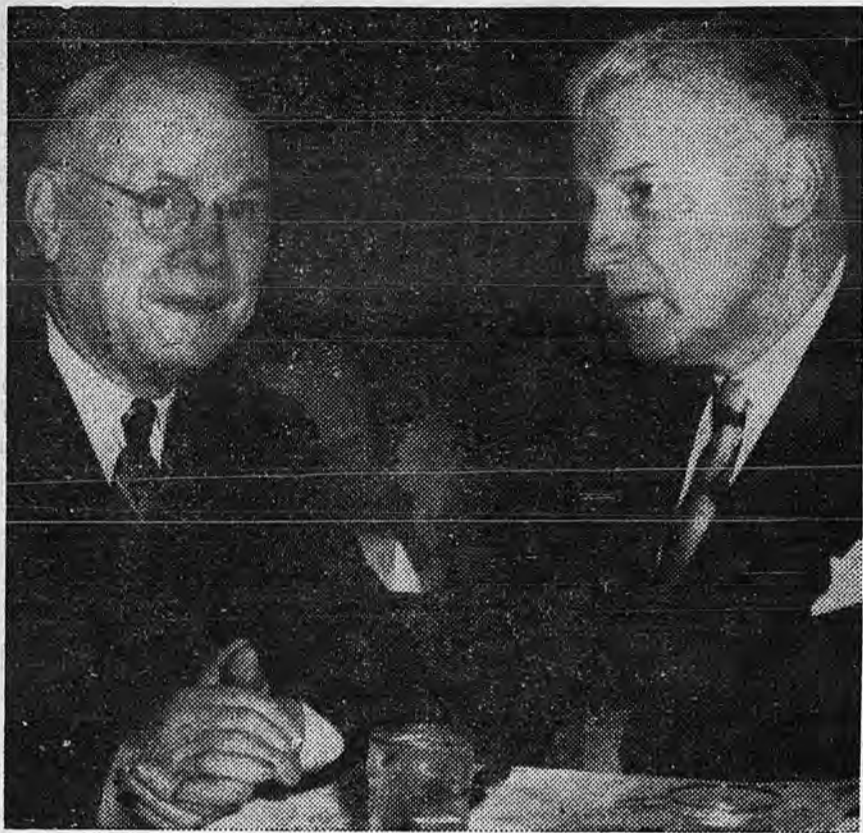


AFL Leaders At Convention



AFL President William Green (left) and President Edward J. Brown of the International Brotherhood of Electrical Workers discuss problems arising at the AFL convention in New Orleans.

Former SIU Patrolman Recounts Experiences On Chicago Radio Program

Brother Matthew Little, formerly Patrolman and Dispatcher in Baltimore, went on the radio in Chicago this week to recount a few of his more hair-raising experiences at sea. Brother Little was part of the volunteer crews which rescued the British Army at Dunkirk, and used that experience as the basis of his broadcast.

Little is now a Lieutenant (j.g.) in the Maritime Service and is teaching seamanship at the government's upgrading school in Baltimore. Following is the text of the remarks made over the radio by Brother Little:

"Going to sea for sixty-three years has taken me into every Ocean and sea throughout the world. However, most of the fun started in 1940 when the Jerries were getting their bloody work in at Dunkirk. I was in England as a member of the crew of an American Liberty ship, which had brought her cargo to the British Isles. We were all sitting around waiting for the ship to up anchor and return home when we heard a British Government appeal to men with sea experience to volunteer in the rescue of British troops trapped at Dunkirk. Having nothing else to do I volunteered and was assigned aboard an old abandoned ferryboat which had been brought out of the bone yard for this rescue mission.

"We made three round trips back and forth and rescued over

twelve hundred men. The fourth trip was just too much for the old scow. Shot full of holes, she naturally just gave up the ghost and settled beneath the waters of the channel.

"In July of 1942 near Archangel in the White Sea two torpedoes struck my ship and down we went within fifteen minutes. I was able to get off with about 150 other men and after bobbing around in a lifeboat in the freezing water for five days we were finally picked up by a British merchant ship. This was what we had all been praying for, but two nights after we were picked up—bang, came another torpedo and I found myself back in the cold water again.

"I was hauled in a life boat with other survivors but finally we attempted to rescue one too many and the lifeboat foundered. Hours later I was picked up again by another lifeboat and about two hours after that we were picked up by a British destroyer and subsequently taken to Archangel.

"Six months we stayed in Archangel waiting to get a ship out, and every day the German Stukas would zoom over the town and drop their eggs. Archangel was completely destroyed before we left.

"Now that is all behind me, and I am teaching young boys of the United States Maritime Service seamanship at the Port of Baltimore."

AFL Conclave Asks End Of Little Steel Formula; Endorses SIU Resolutions

The 64th annual convention of the American Federation of Labor closed last week in New Orleans after a full week of deliberation by the delegates on the problems confronting the workers in both war and peace. Present as delegates from the SIU, and presenting two resolutions effecting the maritime workers, were SIU President Harry Lundeberg, Vice Presidents John Hawk, Morris Weisberger, James Waugh, and President Pat McHugh of the Atlantic Fishermen's Union.

Outstanding convention actions during the week were:

1—Authorized President Green to lead an AFL committee to the White House to impress upon President Roosevelt the urgency of a break in the wage freeze for immediate justice to American workers and to buttress post-war purchasing power.

2—Called for new conferences to bring about a united labor movement in America by reaffiliation of CIO unions and the United Mine Workers Union with the AFL.

Just about the strongest attacks of the convention were directed at the "Little Steel" formula and other wage-shackling policies of the administration.

A report of the resolutions committee, unanimously adopted, as-

sailed the "Little Steel" formula as a betrayal of the understanding whereby labor suspended its use of the right to strike for the duration on the assurance that wage disputes would be decided on their merits.

Freezing of wages by "one-man edict" has been followed, the report said, by the "more shocking spectacle" of the majority of the War Labor Board in refusing "even to recommend" any alleviation of the wage freezing policies.

"Thus, at the end of the third year of government regulation of labor," the report declared, "the workers of the nation find themselves enmeshed in laws of Congress, executive orders of the President, edicts of the directors of Economic Stabilization, and directives of the Nation-

al War Labor Board. Yet, the federation has been unable to obtain acknowledgment from the federal government of the simple fact that the pre-war standard of living for workers is rapidly deteriorating."

The convention instructed President Green to name a representative committee to call on FDR and request that he issue an executive order "which will realistically adjust the "Little Steel" formula in line with the increased cost of living and permit employers and employees to effectuate the newly established policy by voluntary agreement without submission to the War Labor Board."

Denunciation of the "Little Steel" yardstick and of WLB methods came from many union heads.

(Continued on Page 4)

THE SKIPPER'S HOME AIN'T WHAT IT SHOULD HAVE BEEN

When the new skipper came aboard the SS Robert Toombs the crew had an idea they were going to have to educate the gentleman . . . for he was sporting more brass than is seen in Buckingham Palace, had a beard which reached almost to his belly button, talked in the stentorian

tones of a "Captain Bligh" and for the past few years had skippered on one of the notorious unorganized lines.

But what the crew didn't know was that the new skipper was going to make the ship a home . . . that is, a home for himself.

The bucko stalked up to the

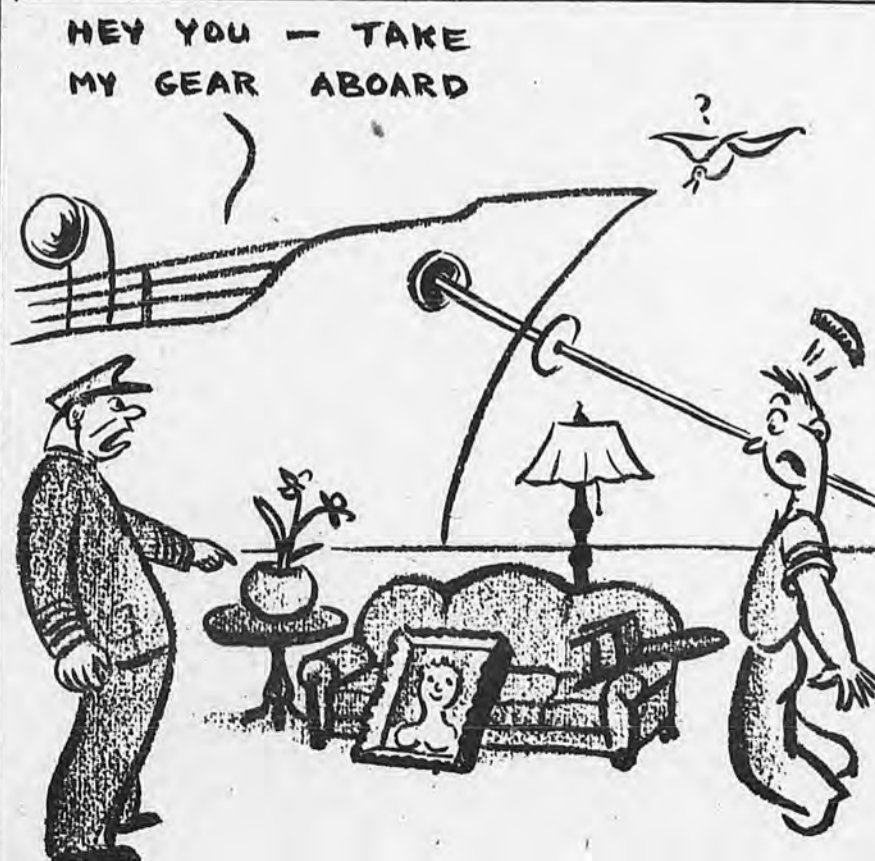
bridge to inspect his quarters, and found them wanting. He there upon had the starboard side of the wheelhouse and chart-room closed off so as to make himself a nice, cozy three room apartment. He had a private galley built and stocked it with a large share of the ship's canned goods. He then instructed the messboy to come up every day, and wash his dishes.

All would have been lovely except for the fact that the bucko forgot that he was skippering a union ship, and that the messboy could collect overtime for servicing his personal galley.

When the ship paid off, a battery of three SIU Patrolmen were on hand. Claude Fisher, Louis Goffin and Jimmy Hanners marched into the South Atlantic office to explain that the union didn't care if the skipper installed a Swedish message parlor, but the crew would demand overtime for rubbing him down.

The company not only paid the messboy 46 hours overtime, but apologized for ever hiring this skipper and announced that he was now an ex-Skipper as of that moment.

This bucko is now presumably back on the unorganized ships, where a man can make a home without paying overtime.



SEAFARERS LOG

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**SEAFARERS' INTERNATIONAL UNION
 OF NORTH AMERICA**
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 Affiliated with the American Federation of Labor.

HARRY LUNDEBERG - - - - - President
 105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
 P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - Washington Rep.
 424 5th Street, N. W., Washington, D. C.

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Editor's Mail Bag

Dear Brother Editor:

Each new issue of the NMU Pilot reads as though the NMU officials have taken a "nose dive" up the saw-dust trail and the program from now on shall be "Lead Kindly Light." It looks as though Joe Curaan has become an "Apostle of brotherly love" with his forgive us our trespasses as we steal steadily through your pastures, sowing the seeds of hatred under the screen of we have seen the light to a new dawn and we forgive the brothers who have sinned against us.

Do people like Curran actually believe men forgive people of his caliber after the publicity of filth and false propaganda they spread through whispering campaigns and pamphlets strewed from coast to coast, defaming the character of sincere rank and filers; men who ask nothing of labor other than the right to stand within its ranks to defend their ideals and principles for the benefit of the majority?

Slowly and surely the march of "truth" is faced with justice; the scales are being balanced and the Communist-controlled NMU is being exposed to all the universe in its full state of corruption.

These hypocrites would now beg to sit with politicians, ship-owners and all the enemies of the working class, while they preach to the American worker, "we do this in the name of patriotism."

Voltaire said, "Patriotism is the last retreat of a scoundrel." Birds of a feather flock together so the NMU union officials should feel at home.

We of the Seafarer's Interna-

tional Union feel cocky, we have every right to have that feeling, for our organization belongs to us, the rank and file. We are cocky when we boast of the union representation. We know the Agents and Patrolmen, the Dispatcher, down to the janitor are all rank and file working stiffs like ourselves, men who fought to create this union and still fight on to preserve it. All of our officials are genuine seamen, not of the 14th street variety, men who had guts enough to sail the ships during this war. They didn't stay home preaching a second front, they went out and helped to create that front.

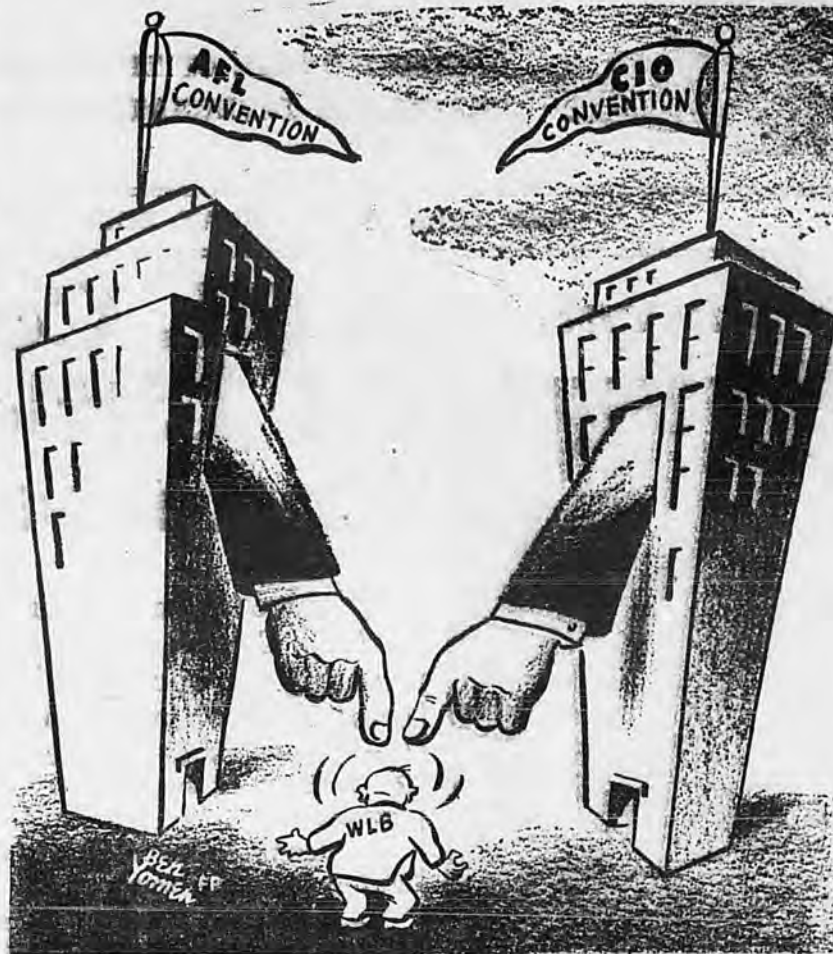
Always remember, when you're a member of the Seafarers Int'l Union you are in a fighting man's union battling for conditions. We don't claim to be the "Apostles of Truth," we do proclaim ourselves as the defenders of "Justice." "Truth" in itself is only what we can see and understand. To proclaim yourself as the teacher of absolute "truth" is to call yourself "God" and I'm sure Joe Curran hasn't climbed that high to become the creator of all mankind's intellectual knowledge and the teacher of moral ethics on this earth.

We try, to the best of our imperfections, to be as perfect as possible, to give to all seamen the real justice of the "Brotherhood of Seamen" by being honest and fair in dealing with each other as brothers within the ranks of the Seafarer's International Union.

JOSEPH S. BUCKLEY,
 Book No. 312

(Continued on Page 3)

Break Little Steel Formula



Crew Of Lyman Hall Finds Union Geared For Results

We thought it might be interesting to the membership to know what kind of representation we, the crew of the SS Lyman Hall, South Atlantic Steamship Company, got at our pay-off in New York after making a voyage of 7 1/2 months. As is to be expected from a long trip of this sort, we had numerous disputes, with the total disputed overtime amounting to 2,986 hours.

As instructed by our Organization before leaving, we contacted the Union Hall as soon as we docked in New York and were told to have all hands present in a sober condition as the Patrolmen from the Union Hall would be on board in a short while. We did this and shortly thereafter, the Patrolmen arrived, and that was when things began to happen.

Mr. Hunter, one of the representatives of the South Atlantic Steamship Company, was on board, representing the company and he had slashed the overtime out until there was hardly anything left at all, although practically all of the things he disputed were legitimate. Patrolmen J. P. Shuler and Bull Sheppard instructed the crew to stand by until such time as all of these disputes were settled. This we did. The ship was originally scheduled to pay off Monday, but did not. Our three ship's delegates and Patrolmen Shuler and Sheppard debated the overtime up until 1:30 a.m. Wednesday. We finally paid off Wednesday afternoon and collected everyone of the 2,986 hours which had been disputed by Hunter.

This was indeed representation by our shore side officials and it makes everyone of this crew proud to belong to such an outfit, that gives such real representation. Part of this crew are trip card men and naturally, they were more than pleasantly surprised at the results gotten by these New York Patrolmen.

While we are on the subject of New York, we would like also to compliment our Organization on the wonderful setup and the new

building they have in New York at this time. It really looks like a million bucks and, better still, the representation gotten there is of the same high type that the building is.

- Ralph Grant, 23793
- Edmund Kyzenevski, 25222
- Walter Nelson, 30112
- Robert L. Barber
- Robert H. Ross, 27534
- Albert Redmond
- Raymond A. Knowlton
- Lehmon C. Rushing
- Donald E. Henne
- A. G. Hill
- W. M. Meester
- James B. Henly, 24552
- Johnnie B. Purser
- G. A. Waters
- S. Stenkorski, 30263
- Louis E. Caroway
- James W. Swiat, 23499
- William M. Tucker, 41314
- S. D. Simpkins, Jr.
- O. Partell
- Thik Waldron
- Red McCorkol
- J. D. Semburton

Notice!

Brother Albert Karlonas lost his papers some place in or around the SIU hall in New York. Anyone finding these papers please return them to the information window on the fifth floor.

A Good Union Man
VOTES

the BUSINESS END by PAUL HALL

The Navy has been cutting down the number of men carried in gun crews on Liberty Ships. The usual gun crew carried is 29 men, but with the reduction most all of them now will be carrying 11 men. Dropping the number of gunners on each vessel is also going to mean the reduction in the number of men in the Steward Department. One operator in this port is attempting to cut two men. This Organization agrees that one man should be removed from the Steward Department but not two. If this Organization has its choice in the one man to be removed from these crews, it is our opinion that this man should be the Saloon Utility man. This should guarantee better conditions for our Steward Department members. This is one point to be considered; and another important one is the fact that in dropping the number of gunners on these vessels, it will mean larger and roomier quarters for the crew themselves. Not only that, but the food could be of better quality and of larger quantity.

Speaking of the War's end and its effect on the maritime industry, the members of this Organization must face now a new problem. As soon as the European War is over, the majority of ships will be diverted to the Pacific Coast until such time as the war with the Japanese ends. We will have some difficulty crewing these vessels up on the Pacific Coast unless the membership on the East Coast decides to sail from there. This is what we should do as there is no question but what most of our contracted vessels will be sailing in that vicinity. It will be years before shipping goes back into its normal channels and routes and until that time we should all make up our minds, regardless of where shipping goes, that it is our duty to sail those vessels. We must maintain the union conditions on these ships, conditions for which we fought so hard.

Three men recently came to the Seafarers hall in New York and requested the union's support in obtaining releases for them from the Maritime Commission where they were employed in some shore capacity, so as to go to sea. The Maritime Commission refused to allow their personnel to be released for active sea duty. It is easy to imagine the amazement expressed by several officials of the Seafarers later on in the week when, at the fight program at Madison Square Garden, Lt. Commander Benny Leonard, of the Maritime Service, made an impassioned plea for men to sail ships immediately. The speech did not seem to coincide with the policy of the Maritime Commission itself—or could it be that the USMS is beating the drums for public opinion so as to create the impression that they are absolutely indispensable in our war effort????

Around The Ports

NEW YORK

This port has dropped back to normal this week, with only 21 ships paying off.

The SS Albert Burleson of American Range Line paid off here the first of the week. She had been out since July. All beefs were settled aboard including about nine hundred extra meals for the Steward Department which was to be set up for the cooks and the messmen. The next day Steward William Shore came to the hall demanding that he be cut in on the extra meal money. Upon being questioned as to how the overtime was equalized he said that he had eight hundred hours. The next high man in the Steward Dep't. had two hundred hours.

The Cape Mohican payoff had patrolman Frenchy Michelet and Louis Goffin reviewing their geometry to find an angle by which they could write up the overtime so it could be collected. With Frenchy's experience at cutting corners and the time Louie has put in copying overtime from the Moran tugs they collected all beefs after re-writing all the overtime.

The SS Lyman Hall of South Atlantic SS Co. set up to pay off Monday. Patrolman Bull Shepard and I boarded her for a three o'clock payoff. We checked the pay roll and found that the men were short from \$80.00 to \$200.00 in overtime. There was no one from the company to settle beefs. The crew having made an eight months' trip wanted to pay off, but they thought as they had waited eight months for the money that they might as well wait another day or two and get it all. The Captain called for company representation. We were on the overtime for about 24 hours. Ralph Grant, No. 23-793, Engine Delegate, Raymond A. Knowlton, Deck Delegate, and Edward Redmond, Steward Delegate, worked with the patrolmen until all beefs were settled. The ship paid off Wednesday night with the unlicensed personnel collecting approximately 3000 hours overtime. A number of the crew were all permit men, but they took out books. The SIU is proud to accept men of this calibre for membership, as they prove that they are good union material.

There are a number of old SIU members who are sailing as officers that have dropped in this week to pay their dues, vote and chin with their brother members. They are all pleased with the new hall and set up in the New York branch. Among them were Bob Willock, Bud Ray, Smokey Lanton, and David Bass. We are glad to see these old timers that know the score on the bridge and throttle. It's a relief from contacting these 90 day wonders.

Despite the lull in the payoffs, shipping is still picking up with over 900 shipped out in all Departments the past week.

Balloting has slowed down in this port, in comparison to what it was, due to the fact that a couple of our "old reliable" committee men have shipped out. A couple of the boys were acting regularly on this committee for us, but due to the fact that the draft board is breathing down

their necks pretty closely, they are grabbing themselves a job out. As a result, Dispatcher Paul Gonsorchik and Agent Paul Hall are usually running around until 10:30 or so in the morning before they are able to get a committee to open balloting. In spite of this drop, however, all hands can look for a record in this port for balloting, and this port will make a record that will be a mark to shoot at for years to come.

YOURS FOR MORE COMMITTEEMEN.

J. P. SHULER, Patrolman

Reflections Of A Front Patrolman

In the last few weeks we have seen quite a number of amusing things aboard various ships. There was the skipper having his own personal galley in his quarters, and using a messman as his private dishwasher. There was the screwball NMU stooge Mate who wastes his time trying to talk good SIU men into listening to his phoney propaganda. We find this amusing since the skipper in question cost the company sixty-three hours overtime and therefore lost his job.

As for the former Chief Mate, there is really a pip. This guy was so soft-brained (got that way no doubt from finking in every seamen's strike in the last ten years, and then becoming an organizer for the chief fink school, the NMU) that he actually thought that he could get away with his phoney tricks with a good SIU crew. This crew using good sense, waited until they got into port and then reported this phoney to the patrolman who contacted the company. And in no time at all this jerk was an ex-mate.

Another incident was a certain Second Cook who also had the bright idea that the SIU men needed some education. Needless to say, this guy is now an ex-member of the SIU.

From time to time we run into these guys and we take immediate action. Lo and behold they loose out in the end, but as we say, they amuse us very much in their foolish attempts to try to harm us. We also meet the boys who have a great habit of calling any work done overtime. We be-

Editor's Mail

(Continued from Page 2)

November 14, 1944

Seafarers' Log,
Dear Sir:

The first edition of 'Merchant Seamen's Law' is about sold. A publisher of marine books has offered to print 20,000 copies of a second edition. I know of some corrections to be made, some additions, and perhaps some omissions, but I would be very grateful to the officers and men who have read the book, if they would let me have their criticism or suggestions for the next edition. What did you look for in the book and didn't find?

SILAS B. AXTELL,
Attorney at Law,
15 Moore Street,
New York City

November 25, 1944

Editor, Seafarers Log

Dear Sir:

The following situation still exists.

Certain merchant seamen, by careless remarks about ship movements mentioned in personal letters to their families and friends, are endangering the lives of their shipmates as well as their own, besides hindering the war effort.

It would be appreciated if your organization through your newspaper or by other means would bring to the attention of the membership the importance of maintaining silence concerning vital war information.

Very truly yours,
M. A. MENDELESEN,
Security Officer,
War Shipping Admin.

November 27, 1944

Editor,

Dear Sir:

I wish to express my appreciation for the swell benefits I have received from the membership I have had in the SIU and assure you that a return to the focus on my part will definitely include a return to the SIU.

Fraternally yours,
Wallace O. Turnwall

lieve that any man who works must and shall be paid. But when we get one like asking for overtime for relieving for coffee at three-thirty in the afternoon, then we really have to laugh. We have heard some pippen overtime beefs in the past, but this one takes the cake.

LOUIS GOFFIN, N.Y. Patrolman

MONEY DUE

SS JOHN S. CASEMENT
H. E. Wakefield, Bos'n, 3 hrs;
C. W. Schofield, AB, 19 1/2 hrs; L. B. Mahoney, AB, 16 hrs. less \$6.00 Security Watch; F. E. Smith, OS, 2 hrs; E. E. Kunchich, AB, 3 hrs; W. C. Truelove, OS, 1 hr; William J. Kutcher, AB, 7 hrs; Howard M. Khouri, AB, 9 hrs. plus 25c; Roy A. Risberg, OS, 4 hrs. Collect by writing to Luckenbach SS Co., Mr. R. Keyser, 120 Wall St., New York City.

SS J. BARTLETT
S. Gold, \$65.70; T. Prementine, \$17.70; P. Salvo, \$42.75; H. McGraw, \$1.80; A. Neuklis, \$7.20; R. Mahoney, \$7.20; J. Holly, \$9.00; A. Goldsmit, \$15.30; B. Bernstein, \$9.00; L. Fish, \$28.12; W. Wild-

man, \$28.13; C. Lynsky, \$14.63; O. Timm, \$20.42; R. Candelon, \$14.83; J. Regan, \$124.49; W. Barfield, \$12.60; C. Dobrovolsky, \$48.60; J. Tarkov, \$31.05; M. Muszynski, \$3.15; E. Kuta, \$4.50; H. Egge, \$24.30; F. Gages, \$25.85; H. Bolinski, \$32.05; R. Budgen, \$37.80; D. Garatz, \$27.00; F. Funker, \$37.55; R. Lee, \$112.96; M. Costello, \$168.11; T. Hess, \$165.41.

Collect at Eastern SS Company office in New York City.

SS DEL RIO
McGregor and Pinilla, wipers, have 120 hours apiece coming for overtime work. Collect at the New York office of the Mississippi Steamship Co.

FORE 'N AFT

By BUNKER

Every time a few of the "old timers" get together in the big leather easy chairs at 51 Beaver Street they start reminiscing about the days that used to be. And they don't call them the "good old days."

Besides cussing out the Johnny-come-latelies who free-load and won't take out a book at the end of the trip, they laugh about the pleasure cruise sailors who hate to get their dungarees dirty.

"Dirty," says one old timer, "Why, I remember back in '33, one trip when the Chief kept me down in the bilges from eight in the morning till five at night. I looked like a greased pig when I came topsides and I didn't get time to clean up for dinner, either."

It's not only the bad wages but such petty abuses as that which the union contracts have overcome.

The hiring hall, too, comes in for a pat on the back when the boys recall the black ball system that was once used by the Shipping Board, which corresponds to the present WSA set-up. If they didn't like you for some reason you were black balled from all Shipping Board ships, which were the best then sailing.

Shipping Board vessels were tops for wages and working conditions, with a \$52.50 minimum for ABs, but other ships ranged from that down to almost nothing. Many lines, especially the Atlantic ships, carried a flock of work-a-ways who kow-towed to the officers for a chance to make the next trip on the pay roll.

Ice boxes were non-existent then, as well as a night lunch on most ships. Ships that did furnish a night lunch put out dried-up franks and sausages that tasted like a combination of sawdust and alfalfa.

Typical of many bad ships that put to sea in the '20s was a tub that one of the boys caught out of Frisco. When he asked about his bunk they showed him a wide board in a crummy fo'castle up in the eyes of the ship. The other two oilers had arrived earlier and grabbed the only two spring bunks. Dinner the first day out was hot watery soup and hash that smelled to high heaven. Dinner the second day out was the same. Ditto on the third. Fortunately, the crate put in to San Pedro before leaving for the Orient and the lucky brother managed to hit the dock.

* * * *

CONSIDER THIS . . .

Just before the war started the United States was fourth among the maritime nations in the number of ships operated in foreign trade. Despite the volume of our export business, the British, the Japs and the Germans all had larger merchant marines.

* * * *

Between calls the second floor dispatching staff turn poets. Right now they're working on a sequel to Sal of the Leigh Valley, but their latest one is printed below.

FERDINAND

By Ann, Paul, Curly and Frenchy

Oh my name is Ferdinand
And I'm a sittin' in the clover;
Come on boys, lend a hand,
Take that ammunition over!
Can't you hear me, I'm a-pleading,
Poor old Uncle Joe's a-needing.

'Course I used to brand war folly,
And lend-lease a waste o' money.
Things are different now, by golly!
Give 'em all our milk and honey!
Get those war cargoes started
Joe and Adolph, they done parted!

Guns and jeeps, they aint forbidden;
Quit your loafing at the bar,
I was really only kiddin'—
It aint no capitalistic war!
So, come on, lend a hand, my hearty,
It's for our NMU and party!

JOURNEYMAN UNION CRAFTSMAN						
SINGLE MAN	INCOME		MARRIED MAN WITH TWO CHILDREN	INCOME		
	JUNE 1941	JUNE 1944		JUNE 1941	JUNE 1944	
	WEEKLY WAGE	\$59.36	\$63.60	WEEKLY WAGE	\$59.36	\$63.60
	TAXES	4.44	10.96	TAXES	1.80	6.16
	LOSS BY PRICE RISE	-----	9.70	LOSS BY PRICE RISE	-----	10.59
	INCOME TO LIVE ON	\$54.92	\$42.94	INCOME TO LIVE ON	\$57.56	\$46.85

AFL Endorses SIU Resolutions

(Continued from Page 1)

SIU delegates introduced two resolutions; one aimed at isolating the C.P. dominated Canadian Seamen's Union, and the other at guaranteeing fishermen a decent price for their catch. Both resolutions were passed by the convention unanimously. The text of the resolutions follows:

DUAL UNIONS OF SEAMEN RESOLUTION NO. 152 — By Delegates Harry Lundeberg, John Hawk, Morris Weisberger, James Waugh, Seafarers International Union of North America.

Whereas, The Seafarers' International Union of North America has been granted jurisdiction over Seamen and Fishermen in all waters of North America and Canada by the American Federation of Labor, and

Whereas, The Seafarers' International in its organizing activities admitted to its affiliation the Canadian Seamen's Union upon their request, and

Whereas, This union has refused to live up to the principles and policies of the Seafarers' International Union of North America, and as a result at Convention of the Seafarers International Union it instructed the Executive Board of the Seafarers International Union to revoke the charter of the Canadian Seamen's Union, and

Whereas, This Canadian Seamen's Union is at the present time engaged in dual organizing in Canada and its President, Mr. Pat Sullivan, in his capacity as the Secretary of the Trades and Labor Congress of Canada, affiliated with the American Federation of Labor has been using his said office to foster this dual Seamen's movement in Canada, and particularly in British Columbia, where they have openly joined hands with the CIO dual organization, and are attempting to infringe on the jurisdiction of the British Columbia Seamen's Union, a bonafide labor organization, chartered and affiliated to the Seafarers International Union of North America, therefore, be it Resolved, That the convention hereby go on record requesting the officials of the American Federation of Labor to notify the Trades and Labor Congress of Canada and its affiliates, including the Labor Councils of Canada to cease recognizing this dual Seamen's Union fostered by the Canadian Seamen's Union and to recognize only the Seafarers International Union of North America, and its affiliates.

MINIMUM WAGE PRICES FOR FISHERMEN

RESOLUTION No. 153 — By Delegates Harry Lundeberg, John Hawk, Morris Weisberger, James Waugh, Pat McHugh, Seafarers International Union of North America.

Whereas, The Fishermen of New England and New York work on a profit-sharing system whereby their wages depend on and are determined by the fluctuating prices and sales proceeds of their catch as fixed by a Vessel-Operator-Fish Dealer Combine, and

Whereas, The Vessel-Operator-Fish Dealer Combine, by their control of prices at ports of fish landings, have from time almost immemorial depressed fisher-

men's wages to achieve low labor costs, and

Whereas, The present price ceiling structure as promulgated by the Office of Price Administration in July, 1943, represents a 36% cut in fishermen's wages in comparison with wages prevailing prior to such price regulation, and

Whereas, The Vessel-Operator-Fish Dealer Combine have recently undertaken a campaign to pressure the OPA to remove Fresh Fish and Sea Food from Price Control so that prices and wages to the Fishermen may be further depressed — and all this without seeking parallel price adjustment of food, ice, fuel oil and other costs of fishing vessel-operation which the fishermen now pay, and

Whereas, Congress, in the Price Control legislation, has declared its purpose to protect wage earners against "undue impairment of their Standard of Living" by stabilization of both prices and wages, even to the point of preventing "a post emergency collapse of value," and

Whereas, In implementation of such purpose, Congress in the 1944 Act continuing Price Control has further declared that price regulation of fresh fish must conform to a minimum standard, to wit, the "average 1942 prices," and

Whereas, Canada, to uphold present fishermen's wages, made

an initial appropriation of \$25,000,000.00 and this by way of a support price mechanism, therefore be it

Resolver, That the Executive Council of the American Federation of Labor be and now is forthwith empowered and instructed to undertake all necessary and appropriate measures, Legislative, Administrative, and otherwise—

1. To assure the North Atlantic Fishermen minimum wage-prices on a parity with present price ceilings,
2. To prevent removal or suspension of price control over the North Atlantic Fishing Industry, unless any such relaxation of control is coupled (a) with assurance of minimum wages and prices to fishermen comparable to the 1944 Price Control Act standard as now in part embodied in the Fresh Fish Price Regulation (MPR 418), and (b) appropriate price reductions to the consumer,
3. To extend to the fishermen, the benefits of "support prices" as now enjoyed by producers of agricultural commodities under the provisions of the Commodity Credit Corporation Act and related Federal Laws and Executive Orders.

Here's Exporting Democracy

NAVAL COURTS U.S. MILITARY COURTS.

Naval Courts can try Merchant Seamen for offences against the Merchant Shipping Act or the Defence Regulations Any crime which could be tried under English law may be charged in a Naval Court. It makes no difference whether the crime is committed on board or ashore.

U.S. Military Courts have complete jurisdiction over all U.S. citizens here.

Recent cases are:—

A greaser was convicted on 2 charges of being DRUNK so that he could not do his work.

The Sentence was 3 months imprisonment in a Military Field Prison in Italy and a fine.

Two firemen were convicted of BROACHING CARGO and taking whisky from the NAAFI stores in the cargo.

The Sentences were 3 months and 2 months imprisonment in a Military Penal Establishment in Italy and fines.

U.S. MILITARY COURTS SIT IN NAPLES A NAVAL COURT SITS IN NAPLES.

Here is a notice which is being posted in the foc's'l of every U.S. merchant ship when it hits Naples. The crew tore down this notice when the ship returned to New York and brought it to the union hall. Note that an Oiler ("Greaser") got drunk and was thrown in a military prison for 3 months and given a fine on top of it. American seamen, who are presumably taking "Democracy" to Italy, are victims of a procedure which would well have done Mussolini proud.



By "FRENCHY" MICHELET

We have discussed cooking with masters of the art in many lands. If we were to try to sum up their views on what constitutes good cooking, it would boil down to something like this: The secret of good cooking is to have a rich stock pot and plenty of spices to properly season and bring out the full flavor of foods. It's as simple as that.

Now any ship's cook has ready at hand the proper ingredients for a rich stock pot, and he should have the proper spices to bring out the full flavor of any food. Even the hungriest of port stewards will spring for the few dollars necessary to store a vessel with the proper spices—the point is for a chief steward to know what he needs!

We are preparing a manual for cooks and stewards. The sole

purpose of this book will be to assist the membership to get more benefit from the foods stored in the ice boxes and storerooms of the vessels under contract to us. We are collecting ideas from the best cooks and stewards in this organization with a view of consolidating and editing this information in book form.

We propose to find out exactly why some stewards can bring in a ship with a happy and contented crew, while others get every charge in the book thrown at them. We propose to include dozens of good practical ship menus so that the crew of a vessel with even the most unimaginative of stewards won't be able to tell what day of the week it is simply by looking at the menu. We are going to include suggestions to stewards to help them lay out the work for their department on every type of vessel. Yes, and we are going to devote a full chapter to the history and uses of spices, because there's too many ship's cooks who evidently think a spice is one of the ingredients of the dish rather than a seasoning agent to bring out the full flavor of the food.

Today we continue our discussion for ways that a chief steward might best utilize the hundreds of pounds of chuck that he finds himself stuck with under the WSA Directive on carcass beef.

A tasty Beef a La Mode may be taken from the chuck. Make a spiced vinegar by cooking for ten minutes several cups of vinegar, a large onion chopped fine, salt, dry mustard, whole black peppers, whole cloves and allspice. Cut the chuck into pot roast form and tie it to insure economical cutting. Put the meat in the marinade and let it remain there for several hours, stirring frequently. Chop several onions fine and a little parsley and add a little salt, pepper and chili powder. Cut larding pork and raw ham into finger-wide strips and make incisions in the meat by piercing it with a butcher's steel. Roll the pork and ham in the seasonings (minced onion, parsley, etc.) and insert alternately into the incisions. Dredge the meat in flour.

Now cut up a number of onions, green peppers, turnips, carrots and brown them in bacon drippings. Put the browned vegetables in a heavy pot. Brown the meat thoroughly in the same drippings and place over the vegetables. Add enough rich stock to reach half way up to the top of the meat. Add whole cloves, stalk of celery, two bayleaves, quartered onions, whole carrots and a pinch of thyme. Simmer gently until tender.

Personals

LEW RAGAS

All is forgiven. Please, please get in touch with me at once.
Sophia.

SS SAMUEL HUNTINGTON

Crew members familiar with the circumstances leading to the accident to Herman D. Haddock, please communicate with Richard M. Cantor, 51 Chambers Street, New York City.

The following men have clothing at the Waterman office in Baltimore: I. B. McGregor, Frank Deniso, T. Frison, William Gallatin, G. Zmuda and Henry Driscoll.

LEONARD HEALEY:

Your case is reaching trial next week. Get in touch with Silas B. Axtell.

RAY W. SWEENEY, picard in Galveston was married on October 21st. Best of Luck.

Will holder of receipt No. 51459 please report to the office of the Secretary-Treasurer.

SS MONTANA:

Crew that was on during trip to far East when Darwin Martin became ill and was taken off the ship at Penang, please contact Martin through the Maritime Law Office, Room 1604, 15 Moore Street. His case will be tried before Christmas and he needs aid.

A Good Union Man

VOTES