

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

Vol. VIII.

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No. 20

Seafarers Maintains 75 Percent Lead In Isthmian Election

NEW YORK, May 16—With 67 Isthmian ships already finished with their balloting in the NLRB-conducted election to determine which Union is going to represent Isthmian seamen, latest returns give the Seafarers a commanding lead. Official Union observers estimate that the Seafarers have received approximately 75 percent of the total vote vast so far.

Since last week's report, nine more vessels have completed their voting, making a grand total of 67 ships, or more than two-thirds of the entire Isthmian fleet.

This has been accomplished in a period of slightly less than seven weeks, which means that the balance of the fleet will have completed their balloting in much quicker time than the allotted six months.

100 PERCENT SIU

Voting in the Port of New York, the Anson Jones crew hung up an impressive victory for the SIU. Accurate estimates placed the Jones in the Seafarers' column with a solid 100 percent SIU vote!

As usual on any ship which they estimate to be predominantly pro-SIU, NMU official observers immediately challenged the entire crew's vote.

In doing this, they followed a pattern previously established by other NMU observers on other Isthmian ships. This phony maneuver is merely another smoke-screen to cover up the loss of ship after ship in the Isthmian fleet.

Other Isthmian ships to vote in the past few days were the Steel Engineer which voted in Galveston; the James L. Breck, in San Francisco; Kenyon Victory in Boston; and the Samuel McIntyre, in Savannah.

DANIELS ALMOST SOLID

Two ships were voted down at Pensacola, Fla. One, the Peter V. Daniels voted solidly for the Seafarers with the exception of one doubtful ballot. The William H. Allen, which was processed in the same town, had a doubtful balance, which put her in the doubtful column as a possible SIU ship.

Yesterday, two more Isthmian vessels were voted. One of them, the Frank Wiggins, held the election at Norfolk, and the other—the William Eaton—was balloted here in New York. Results from both of them were favorable to the Seafarers International Union with the Wiggins bettering 90 percent!

Coming into the home stretch,

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VICTIM



This is the late Brother Arthur A. Flaws, who died aboard the SS Kyska because of negligence, according to his shipmates, who have advised his mother to bring suit.

TO ALL PURSERS

The Staff Officers Association, which is affiliated with the Seafarers International Union, has recently opened an office on the East Coast.

The office is located at 21 Bridge Street, Room 508, in New York City. The telephone number is BOWling Green 9-5245. Members of the SIU are asked to inform all Pursers on board their ships of this new development.

New SIU Agreements For Bone Yard Run Set High Precedents

An agreement has been signed by Secretary-Treasurer John Hawk of the SIU and two shipping companies contracted with the Union on the manning scale, rate of pay, overtime and transportation for seamen taking ships by tow from active service to the boneyard.

Attention Members! Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

The two companies which signed agreements are the Seas Shipping Company, Inc., and the Waterman Steamship Company, Inc.

Under the agreement, dictated by Hawk, the manning scale is to be one Cook and four ABs. The wage rate is to be the regular monthly scale, as per agreements, pro-rated by the day, plus food, plus 90 cents an hour for 24 hours a day from the time a man reports until the job is finished.

Transportation is to be paid back to the port of signing on, with 90 cents an hour travel time between the two ports.

PRECEDENT SET

The signing of the two companies sets the precedent for similar agreements by other operators.

The agreements are applicable to unlicensed seamen on "dead" vessels being towed from one port to another port in the U. S.

Here is the text of the agreement:

1—Regular wages as per agreement between the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA and SEAS SHIPPING COMPANY, INC., plus 90 cents per hour shall be paid from the time men are ordered aboard the vessel or if they are not aboard at the scheduled time from the time they actually report aboard ready for work and shall continue until men are discharged.

2—The actual time required to travel from port of discharge to port of engagement shall be added to number of hours actually worked and shall be paid at the time of discharge.

3—First class transportation or cash equivalent thereof shall be provided from port of discharge to port of engagement including subsistence.

4—Manning scale for vessels under this agreement shall be four ABs and one Cook.

5—Provisions shall be made to furnish suitable meals and accommodations but there shall be no claim for meal or room money on account of cold meals or lack of heat, hot water or electric lights.

SIU GETS WRECKED SEAMEN NEW DEAL

What started out as a penny-pinching nightmare in a fleabag hotel with uncertainty riding their shoulders has turned into a pleasant beach session at a nice hostelry at Lima, Peru, for the shipwrecked seamen of the Joseph S. McDonagh.

The transition from nightmare to dream came about because the men were Seafarers and cabled

their Union about the intolerable conditions to which they were being subjected.

That crackling you heard was the telephone line between John Hawk's desk at SIU headquarters and the Overlakes Freight Corporation. Overlakes operated the McDonagh, and is responsible for the crew. Hawk really blistered it when he learned about the kicking around the McDonagh crew was getting.

The Joseph S. McDonagh sank when she ran aground and broke in two off Calleo, Peru. The men were taken to Lima, where the Grace Line, which acts as agent for Overlakes in that port, took over.

FIRST HAND

Let's hear it first hand, however, from AB Tom Coyne, as he wrote it to Brother Hawk:

"... Anyway, the boys have asked me to write, pertaining to our situation down here in Peru.

"The Old Man ran the ship up on the beach the morning of the 31st of March. We did our best to save her, but she was breaking up so we were ordered to abandon.

"That happened 36 days ago. The officers were installed in a first class hotel in Lima while we were billeted out here in a so-called resort hotel miles away from the company office and waterfront.

"The conditions were strictly Peruvian. Some of them we

have improved a little by using UNION tactics, just as if we were fighting at the point of production on board ship.

"The Grace Line, to which we have been turned over by the Consul, has been consistently hostile and apathetic toward our grievances.

"We lost our clothes abandoning ship, so we look like a bunch of beachcombers.

"We cannot buy clothes because they are only allowing us

(Continued on Page 4)

Draft Act Extended For Forty-Five Days; Teen Groups Exempt

WASHINGTON, May 14—Within three hours of the scheduled end of current draft legislation, President Truman signed a bill extending the draft until July 1.

The bill which was passed by the Senate in the last hours before the induction authority expired at midnight, contained the House approved ban on the further induction of fathers and men in the 18 and 19 year old groups.

Although the renewed act permits the induction of men up to 30 years of age, Major General Hershey said that the present induction limit of men 25 years of age would be continued.

Men 18 and 19 years old, however, are still required to register.

SEAFARERS LOG

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At 51 Beaver Street, New York 4, N. Y.

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in New York, N. Y., under the Act of August 24, 1912.

Strikebreakers Organize

Since the European War ended a little more than a year ago, more than 7,000,000 men have been discharged from the Army, Navy, and Coast Guard.

These men came out of a highly regimented society where they had been taught that all war workers earned fabulous sums of money, and that those so-called draft-dodgers like nothing better than to sabotage the war effort by recklessly striking for little or no cause.

It would have been understandable if these veterans had come home to take an active part in breaking the strikes which followed the end of the war. But it is to their everlasting credit that they did not allow themselves to be used as were their fathers in the period of unrest that followed the end of World War I. On the contrary, they took a militant part in industrial disputes, and were to be found on picket lines from coast to coast.

It is an undisputed fact that the industrialists and labor haters looked upon the returning veteran as a reserve of anti-labor feeling. Within five days after V-E Day, an advertisement appeared in a Hollywood paper, offering to employers in that area the services of "highly disciplined" veterans to "protect" plants, and to act as stoolpigeons and spies within plants and labor organizations.

The America First fascists also tried to cut in on what they considered "veteran gravy." Gerald L. K. Smith tried to organize veterans into hate-mongering, anti-labor groups. It is gratifying to learn that, in the seven months since the "Christian Veterans" was started, very few veterans have been attracted.

The newest move to enroll veterans into a strikebreaking, scab-heading, outfit, was revealed in the unmasking of an organization calling itself the Veterans Industrial Association.

Evidence of their vicious union busting activities came to light in Shreveport, Louisiana, where they supplied a struck paving company with 250 scabs. The company assisted in the terror by providing the strikebreakers with pick handles.

Since then it has been proven that the National President of the Veterans Industrial Association, James T. Karam, is not a veteran, but a business man.

The Conference of Union Labor Legionnaires, made up of American Legion labor posts, is planning to bring suit against the Veterans Industrial Association for using the word "veteran" and for accepting non-veterans as members.

The formation of the Veterans Industrial Association, the Christian Veterans, the Tool Owners Union (dealt with on Page 14 in this week's Log) are only isolated parts of the general plan of the anti-labor forces.

Up to now the merchant seamen have not been approached for such projects, but the labor haters are bound to get around to us before very long.

The veteran will not voluntarily take part in anti-labor movements. Labor must lead the fight to provide jobs for all so that the veteran will not be tempted to join one of the fascist groups which promises him a job at the expense of the union man.

In that way labor can remain strong, and be better able to resist the onslaughts of the operators and the fascists.

FIFTY MILLION MEMBERS
AT A BUCK A HEAD —

GO GET 'EM!



Men Now In The Marine Hospitals

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

GALVESTON HOSPITAL

TROMBLEY
R. V. JONES
CALDWELL
NOWLIN
BOMAR
BANTA
WILLIAMS
HILL
DYKES
HALLOMAN
VAN AASLST
W. WALK

BRIGHTON HOSPITAL

AUSTIN CHASE
JOSE A. RODRIGUEZ
JAMES PATTERSON
G. E. SUMMERS
GEORGE BURKE
THEODORE FORTIN
T. R. BOURQUE

NEW ORLEANS HOSPITAL

ERIC ZIEMONS
H. CRUSE
LEONARD (TIMMY) CAHILL
R. D. LUSKO
JESUS AMAYA
GUNNAR MODIG
JOHN O'NEILL

EDWARD CUSTER
WILBUR MANNING
J. DENNIS
W. F. LEWIS
R. M. NOLAN
J. R. QUINN
G. W. WIGGINS
A. C. STRUSHOLM
JIMMY DAVIS
SIDNEY DOLESE
A. SKYLLBERG
LEROY DAVIDSON
HANK McDONALD

BALTIMORE HOSPITAL

AMIEL MITCHKE
LOUIS SMITH
ROBERT SMITH
DONALD LE BOAEF
JOHN STEBIN

STATEN ISLAND HOSPITAL

V. SHAVROFF
O. HODGES
C. MIDDLETON
J. LITVAK
L. A. CORNWALL
L. A. FAULSTICK
I. LOWE
R. HANSON
H. TILLMAN
R. G. MOSELLER

Hospital Patients

When entering the hospital notify the delegate by postcard, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday—1:30 to 3:30 p. m.
(on 5th and 6th floors)

Thursday—1:30 to 3:30 p. m.
(on 3rd and 4th floors.)

Saturday—1:30 to 3:30 p. m.
(on 1st and 2nd floors.)

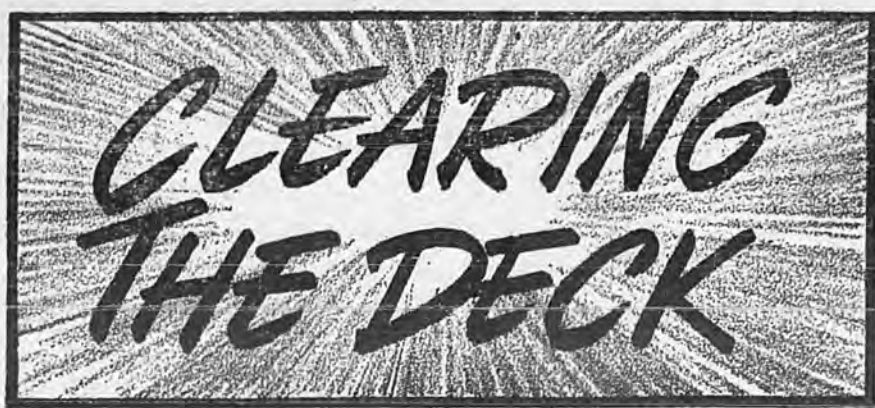
F. MATEO
C. W. GOODYN
W. B. MUIR
W. G. H. BAUSE
C. KUPLOCKI
W. B. COPELAND
P. E. SMITH
J. J. SWYKERT
L. R. BORJA
L. L. MOODY
W. W. McCLURE
J. L. WEEKS
J. BRODDUS
J. GUFFITT
N. ROMANO

MOBILE HOSPITAL

W. CURRY
S. JOYNER

SAN JUAN HOSPITAL

R. GAUTIER
P. PAGAN
B. DEL VALLE
P. PEDROSA
T. C. LOCKWOOD
J. VANDESSPOOLL



By JOE ALGINA
(Pinch-hitting for Paul Hall)

In these days when the long-haired boys are shouting "Unity" and "strike on June 15th," it is necessary to closely examine the whole proposition and see where unity really exists, in the CIO or the AFL.

Sixty thousand longshoremen on the Atlantic, Gulf and Great Lakes are members of the International Longshoremen's Association, AFL. Almost seven hundred thousand truck drivers and warehousemen are members of the AFL Teamsters Union.

In addition there are the Masters, Mates and Pilots, the Commercial Telegraphers Union, fishermen's Unions, cannery workers, harbor workers, even Union firefighters on fire boats.

There are ferry boatmen, inland waterway workers, line handlers, canal boatmen, lock tenders, dredge boatmen, pile driver operators and sundry other craftsmen all affiliated to the AFL.

This is a total of well over a million, directly connected with the operation of the maritime industry, and several million directly affiliated. These are Union brothers, carrying affiliate books, observing in general the same tenets—**This Is Actual Unity Already Established.**

BROTHERHOOD

The maritime affiliates of the AFL have always worked together. The longshoremen, seamen, harbor workers, truck drivers, and all other AFL workingmen have long recognized the existence of common problems and the need of a common front against the employer.

In the recent attempted raid on the ILA by the Bridges' ILWU clique, the Seafarers acted immediately. No vote was necessary because a brother Union was involved. The fraternity of unionism is cause enough for all to act together when the interests of one is threatened.

When the tugboatmen of District 50 of the United Mine Workers went on strike in Philadelphia, the Seafarers responded with immediate support.

This has always been the case. It will always be the case. Seven million and more members of the AFL stand ready to fight a common battle for a common cause.

JURISDICTION NOT INVOLVED

The enemies of organized labor love to portray the labor movement as a morass of jealousies where each member Union is out to cut the throat of the other. This is emphatically not so. The Seafarers raised no question of jurisdiction when the N. Y. harbor tugboatmen went on strike although they were members of the Longshoremen. Instead, the full facilities of the SIU apparatus were offered.

The same rule applied in the strike of the Philadelphia tugboatmen, members of District 50 of the Mine Workers. The objective of the Seafarers is an organized industry. Initials don't mean a thing. Conditions mean everything. The question of jurisdiction is an inner Union affair, a question that has never caused difficulty and which can be solved in the council chamber of the Union.

STRIKES SUPPORTED

The Seafarers, or other AFL Unions, does not limit itself to support of affiliated Unions. In the recent strike of the United Automobile Workers-CIO, the Seafarers and many other AFL Unions went to bat with wholehearted physical and financial support.

This was an unreserved support given because the economic interests of fellow workingmen were at stake. The policy of the Seafarers is and has always been, to support any and all justified Union struggles.

Unfortunately there are those in the labor movement who mask their political ideologies behind a trade Union front. These are the people who sacrifice the interests of the Union member to foster their own stupid political conceptions.

A picket line is a thing of dignity representative of the economic struggles of the workingmen involved. When it is misused, it becomes a blackeye to labor. A strike is a just struggle entitled to the full support of all workers, but when it is used as a weapon of political demagogues it becomes merely a demonstration of a particular ideology. The Seafarers want no part of such phony maneuvers.

MEET YOUR UNION BROTHER

The seamen, longshoremen, truck drivers and all allied workingmen are Union brothers. The big trouble is that as yet they know little of each others problems.

This is a problem easily solved. The workers in the maritime industry are thrown together constantly. When the Deck Engineer, Oiler and the AB work together with the longshoreman, the truck driver and the tugboatman they are being paid by the same boss, making riches for the same owners, slaving under a common master.

By becoming friendly, mutually discussing problems and working out a joint solution, the problem of unity is solved. The maritime workers can and will win, without the political blue prints of the long-haired communist master minds.

Seafarers Participating Fully In AFL's New Organizing Drive

By EARL SHEPPARD

The entire American Federation of Labor is embarking on the biggest organizational drive in the history of labor. The drive will be primarily designed to reach the unorganized workers in the low wage level industries particularly in the Southern and Southwestern states.

This drive has been organized without any fanfare, and is being financed directly by the AFL and affiliate unions without any appeal for funds and the can-shaking campaign such as accompany the CIO-PAC campaigns.

Hundreds of organizers are being sent out in the field to work both as general and industrial organizers.

These men will work as teams from headquarters established in key points. Instead of following the old method of each organizer working in the specific industry his own international union represents, key points of concentration will be established and all organizational energy directed on that point.

The Seafarers is participating to the fullest extent in this drive, and all field organizers, Agents and Patrolmen will cooperate in every way with the general AFL organizational apparatus.

THE TANKER COMPANIES

One of the focal points of the AFL organizational campaign will be the oil and connected industries such as chemical. The refineries are only partially organized.

The major plants on the Gulf Coast are partially organized in a CIO union, but the closed shop has not been put into effect and many hundreds of employees belong to no union at all.

Large numbers of the key men—machinists, boilermakers, pipe fitters, masons, carpenters, etc.—belong to AFL unions. The membership of the Oil and Refinery Workers Union (CIO) is definitely opposed to communist and PAC



EARL SHEPPARD

policies and will welcome the AFL drive.

The Seafarers has already made inroads on the unorganized tankers and, with the new AFL campaign getting in full swing, will be able to coordinate its activities and make some real headway.

ISTHMIAN CREWS ACTIVE

Voting is still going on aboard Isthmian ships and the Seafarers' lead gains steadily. The crews of these ships are showing great interest in the future negotiations, and suggestions as to clauses in the agreement are coming in from practically all ships of the fleet.

Reports show that the crews of these ships are really beginning to run the ships union-style, with regular meetings, departmental ships delegates and a proper handling of all beefs.

It is up to the entire membership of the Seafarers to aid these men in every way possible. Bundles of Logs are now being put aboard all ships. Particular attention should be paid to seeing that Isthmian crews get the LOG regularly in whatever port the ship appears to be.

It is more important than ever

to get acquainted with all Isthmian crews, those who have voted as well as those who have not.

These crews will soon be 100% Seafarers, and this is the time to let them see just what type of membership the union has, and to familiarize them with the way union affairs are conducted aboard SIU contract ships.

Invite them aboard and let them find out first-hand. Be good shipmates with the Isthmian crew—they are your union brothers.

OLD RUNS RESUMED

In the meantime the Isthmian Line is resuming regular operation of its old runs to the Far East and around the world. These are good runs and a trip on an Isthmian ship generally means a voyage of several months.

During the war military control loused up almost every port, but now things are getting back to normal. A trip on an Isthmian ship today takes in ports that have been shut off for years: Shanghai, Bombay, Haiphong, Saigon, Singapore, Penang, Bangkok, the Islands, India and back home by the round-the-world route.

These are good trips even if conditions aren't yet up to Union standards. These are the wind-up days of the whole drive. Get aboard these Isthmian ships and help write the best agreement in the Industry.

Seafarers Gets Steward Paid For Injury

As this is written Steward John H. Spearn is speeding across the continent toward home in Vancouver, B. C. His fare is paid and he has \$900.00 in his pocket—the result of SIU action.

A few weeks ago Steward Spearn was a disheartened man. He felt he was getting a kicking around by fate. He had a hernia, the result of an injury aboard the William C. Endicott; the company wouldn't settle for his injury and wouldn't give him transportation money; with his injury he couldn't ship out again.

An SIU Patrolman listened sympathetically to his story: Spearn had been injured at Rouen, France, on January 5, doing work neither he nor the Skipper could induce the trip-carders aboard to perform.

Back in the States the Olson Line would not pay anything for his injury because it wasn't in his line of duty. The Olson Line wouldn't give him transportation money, either, because he hadn't signed on in a U. S. port.

The company finally came through with an injury settlement and the transportation money.

You can't blame Steward Spearn for saying: "I don't know what I'd of done without the SIU."

Make Isthmian SIU!

Isthmian's Sea Lynx Reports From Shanghai — Smooth Sailing

SHANGHAI, May 1 — Seamen from the SS Sea Lynx, Isthmian Line, were quite pleased to see a picture and story about their ship in the Log of March 1st, and Chips posted the clipping of "SIU Sets Pace On Sea Lynx" on the bulletin board. During the next night, some wise guy from the very small minority opposition tore it off the board. They couldn't stand to read the truth in the Log!

The cargo is being unloaded very slowly, and the ship may be here in Shanghai another two weeks before moving on to Hong Kong. However, we expect to remain there only a short time before shifting to the next port of call.

There are very few beefs, with the exception of some disputed overtime in the Engine Department due mainly to differences between the Steward and Chief Engineer over the Chief entertaining guests in his quarters. The Steward is seriously considering the placing of charges

against him at the completion of the return voyage.

SHARKEY HOSPITALIZED

One of the seamen aboard the Lynx, Sharkey, had a severe attack of boils, and has been in the hospital for the past two weeks as a result. Since being there, he's acquired four more boils, and aside from the physical inconvenience he's really living the life of Riley.

On the whole, things are running fairly smooth aboard the Sea Lynx, and the crew will have her all shipshape for the Seafarers when they return to the good old U. S. A. once again. There's no doubt that the men of the Lynx will roll up a substantial vote for the SIU.

Seeing the good example already set by the vast majority of Isthmian ships in rolling up an election percentage of better than 70 percent for the SIU the Sea Lynx will make sure that the ship comes close to the 100 percent mark. Then they'll have the security of a Seafarers' contract!



QUESTION:—How do you like the *Log*, and have you any suggestions that might improve it?



CHARLES HANSEN—Carpenter:

The *LOG* has sure improved during the last year. Now it is one of the best labor papers in the United States. It's always interesting to us old-timers, and from the way the young men go for it, I guess they like it too. Printing the history of the SIU is smart because a lot of the new members don't know how we struggled to build this Union, and to make it strong. The only improvement I could suggest would be to have more articles directed to the NMU to show them their leaders actually mislead them.



LOUIS LEOPOLD, Second Cook:

This is like asking a healthy person, "What's wrong with you?" I like the *LOG* and I can't figure out any improvement except maybe to have more articles showing that we are part of the larger AFL trade union movement. What I like is that our paper never prints a lie. Everything I see in the *LOG* is the truth and we never have to apologize. The *LOG* is a fine organizational help, and it is strictly a seaman's paper. With our present 16 pages, we have really got a fine Union paper.

ED MATTERN—OILER:

I'm like all the rest of the seamen. By that, I mean that I like a seamen's paper that gives its attention to our problems. No phony baloney about political doings in Europe, and no apologizing for Joe Stalin. The *LOG* does a swell job in pointing out what seamen can do to improve conditions, and all seamen, no matter which union they belong to, appreciate this. My only suggestion would be to have a little outside stuff such as sports, or maybe movie reviews or book reviews.



BILL EKINS—Carpenter:

The *LOG* continues to live up to its high standard week after week. It has the best coverage of things that directly concern seamen. Even the NMU members have to read our paper to find out what is going on. I think that *LOG* does organized labor a real service by exposing the communist leadership in the NMU and by showing that the maritime industry can never be united with guys like Bridges and Curran at the top of the heap. I think we ought to keep it up, and continue to point out when they cross picket lines, etc.



Crying Need For Real Unionism In South Will Be Met By AFL

By RAY WHITE

NORFOLK—It is with a great deal of interest and misgiving that we note the headlines announcing the organizing campaign that is to soon get under way by the CIO in the great industrial centers of the South. We view this situation with a great deal of apprehension and feeling of uneasiness.

Never in the history of a great industrial area has there been such a crying need for organization as in the South, with all her not yet fulfilled promise of new industry, and all her under-paid and under-privileged workers, ground under the heel of capitalism. The South is only a few years emancipated from a slavery worse than what existed before the Civil War, and is therefore, a hot-bed of dissension, dissatisfaction and disillusionment, a dangerous ground on which to tread.

CIO COMMIES

Of course, it is definitely known that many of the CIO Unions have been infiltrated with communism, and follow the political dictates given out straight from the halls of Stalin in Russia; and what better place to continue this infiltration than to organize the South?

We, who know and have seen these unions in operation, know the manner in which they work, and to what extent they can take advantage of young minds, groping in the wilderness, reaching out blindly for a helping hand to better living conditions, to raise salaries, and to give labor in the South a voice against capitalism.

At this crucial time, therefore, it is important that all serious peoples be not deceived, and that the hot-bed of communism be not allowed to invade the worker as a whole in the South as it has done in the past in our local territory.

We must see that labor in the South does not just swap heels to be ground under, and fail under the control of the paid leaders of this organizing drive, who take their orders direct from Moscow. This is food for thought for every worker engaged in labor today.

LET'S ORGANIZE

Organize the South? Yes, by all means. Give the worker in this vast territory a chance for a voice, but let it be the worker's voice. Let there be organization for the benefit of the worker, and not for the benefit of "Uncle Joe" and his paid cohorts.

No greater task faces labor today than the fight that is now being waged between labor and capital. Only through true education and organization, can the voice of the workingman be heard in a vast majority. Only then can something be done about the wage intolerance and living conditions that exist in the South.

No greater obligation was ever offered to thinking people than the one of elevating conditions for the laboring man in this area; but let it be a free organization of Americans. Let it be an organization of free men, of free thinkers, and let it not be infiltrated with "isms" from across the sea.

Let it be a great voice crying

out for the need of the southern worker.

Let us organize the South, but let it be on a program of which labor can be proud. Let it be the Voice of Southern Labor, coming into its own.

OUR HERITAGE

The leaders of true labor must feel this obligation to bring the southern worker through this period of organization, unfettered by political, foreign-dominated communism, but with true Americanism, a heritage justly de-

served by proud, southern laboring men.

As for the Seafarers, an affiliate of the AFL, it has a great interest in its own field in the South, and at the present is at the height of an organizing drive in this territory, to extend its sphere of influence into any and all unorganized fields of the maritime industry.

We feel that this issue is of grave importance and should be discussed openly among our membership.

Seafarers' Action Gets New Deal For Bypassed Shipwrecked Seamen

(Continued from Page 1)

to draw \$10.00 a week. This same lousy ten bucks we have to beg for from week to week.

SEAFARER ARMY

"In fact, two weeks ago they tried to stall us on the draw. So we marched en masse—26 men—



to the company office. By that militant action we got our draw.

"We sent a cable to the Hall five weeks ago asking you to help us be repatriated. It is hard for some of us delegates and old-timers to explain to the kids and new members why the Union has not answered that cable, which, with our limited finances, was hard to send.

"Our main grievance is the failure of the company to have us repatriated. In seven weeks only five men have been flown to Panama by plane."

IN EXPLANATION

(Hawk had checked with Overlakes when he received the cable from Lima, and was told at the time that all of the men were being flown out to Panama by Pan American planes, and would be shipped back to the States from there. The Overlakes officials were so convincing and seemed so genuinely concerned with the men's welfare that Hawk figured they were on the ball, and let the rabbit set.)

"Perhaps you have already acted on our cablegram, but a wire from the Union on receipt of this letter would help our morale a great deal. We can't cable. We haven't the dough. Hence this airmail letter.

WHY NOT US?

"There are plenty Grace Line ships leaving here every day, and no reason why they can't accommodate us.

"So, to sum it up, this is what we think you might do for us: First, please read this letter at the next meeting, so our old shipmates can know what's going on. Second, put heavy pressure on that phony WSA and Overlakes Co. If they insist that they can't repatriate us immediately, then demand that they give us some of our back wages (we each have several hundred bucks coming to

us, plus shipwreck pay) so we can buy some clothes and look like human beings.

"Incidentally, the officers all have been sent back, except for the Second Mate who has been kept here for company reasons with the Purser. These two are getting a bigger draw than we are because the company claims, quoting our Purser 'They must dress better, consistent with their rank.'

PURSER A PHONY

"John, you know how you or Paul Hall would feel if a phony ship's clerk told you that you could look like a bum while he must dress like a gentleman.

"So let's see the SIU get on the ball and show these phonies that they can't push men around who have bene all through the five years of action because we were expendable."

This letter was received on April 13.

Here is a cable dated April 13:

"Received your cable dated April 6. Upon receipt of same I immediately took up this matter with the company and was informed by the head of Overlakes that they issued instructions to fly the crew immediately to Balboa thence to tranship the men home as soon as possible. From your letter of May 6 it is apparent the promises the company made have been merely idle gesture. You can rest assured that I will certainly put the heat on that outfit."

BLISTER MR.

That was when the telephone wires started to blister.

Later that day Brother Hawk was able to follow up the cable with a phone call, and tell the men that Overlakes had agreed to a clothing draw of \$100, would increase the weekly draw to \$25.00, and would provide satisfactory accommodations.

The heat treatment worked. Here is the text of a cable sent to the Grace Line at Lima:

"McDonagh advance remaining crew members one hundred dollars each account loss effects also advance account wages twenty-five dollars week each endeavor provide accommodations satisfactory crew. . . ."

CLOVER CREW

So the crew of the McDonagh is in clover now. Lima is a good town when you have a good hotel and meals and 25 bucks a week.

Oh, yes. The repatriation business. Overlakes is going to have Pan Am. fly the seamen all the way back to the States, not just Balboa.

But maybe the boys aren't so anxious to get back now. . .

Seafarers Stay Militant in Staten Island Hospital

Good Guys Abound In All Wards, Log Finds

The Log wanted to shoot some pictures of the Seafarers and get some background material on the whys and wherefores of their confinement, we told Dr. Tucker, medical director of the Staten Island Marine Hospital.

The doctor struck us as a pleasant guy. He was very co-operative. He sketched a plan of the hospital for us, then wrote a note instructing the nurses of the various wards to offer us assistance.

We started our visit on the fifth deck.

SAD STORY

Seafarer Bob Mosseller was having his temperature taken by his nurse, Celeste Mims, when we walked over to his bed. While waiting for the nurse to finish, we shot our picture. Then Bob gave us his story.

It was while at work unloading cargo from his ship, the Sea Scorpion, in Java that Bob was badly injured. A winch slipped. The load struck Bob, knocking him down into the hold.

His back broken—a compound fracture—Brother Mosseller was rushed to the 66th Indian General Hospital in Batavia, then to Calcutta from where he was flown on March 7 to New York.

COULDN'T VOTE

Bob, gaunt but game, told us he was very sorry that he was unable to cast his vote in the Isthmian election.

Our next man was also a casualty as the result of a plunge into the ship's hold. C. Kuplicki, AB, was writing a letter with his good hand when we greeted him.

"I don't remember anything," Brother Kuplicki said. "All I know is that on Dec. 23, 1945, in Beni-Suf, Africa, I was taking off some hatch covers on my ship, the A. P. Ryder. Something happened and I went crashing down into the hold. I blacked out completely.

"Two days later — Christmas day—I woke up in Oran. They flew me to Casablanca and went aboard the Eaton for the trip to the States."

WANTS TO SHIP

Brother Kuplicki has been in the hospital for three months, and, he said, "I'm itching to get out of here to ship again. I'd like to be working on some of those Isthmian men."

Brother William Bause, Chief Baker, mused: "Three wars without a scratch, and I got to get hit by a taxi in Brooklyn."

Confined to his bed or the wheelchair, Brother Bause finds the lack of recreation his prime problem. "The monotony is killing me," he said.

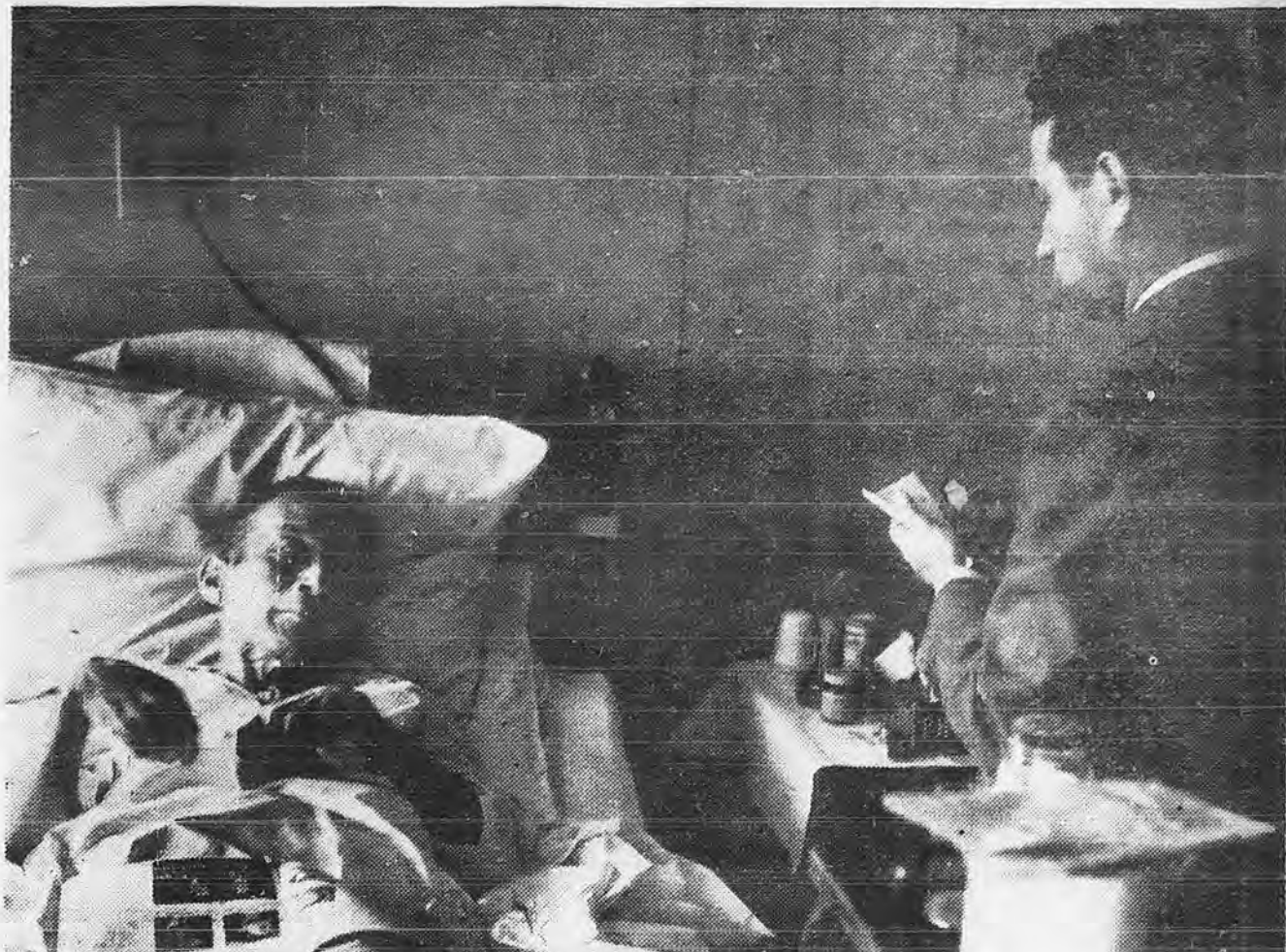
Bause spends his time wheel-chairing to the room occupied by SIU men, charting a zig-zag course to avoid ramming the attendants swabbing the passageway decks.

"Scotty" Muir is anxious to pound his new artificial leg on a ship's deck again. He's been the hospital about a year after amputation a bit below the knee.

Deck Engineer Muir's last ship was a Robin liner, and he's look-



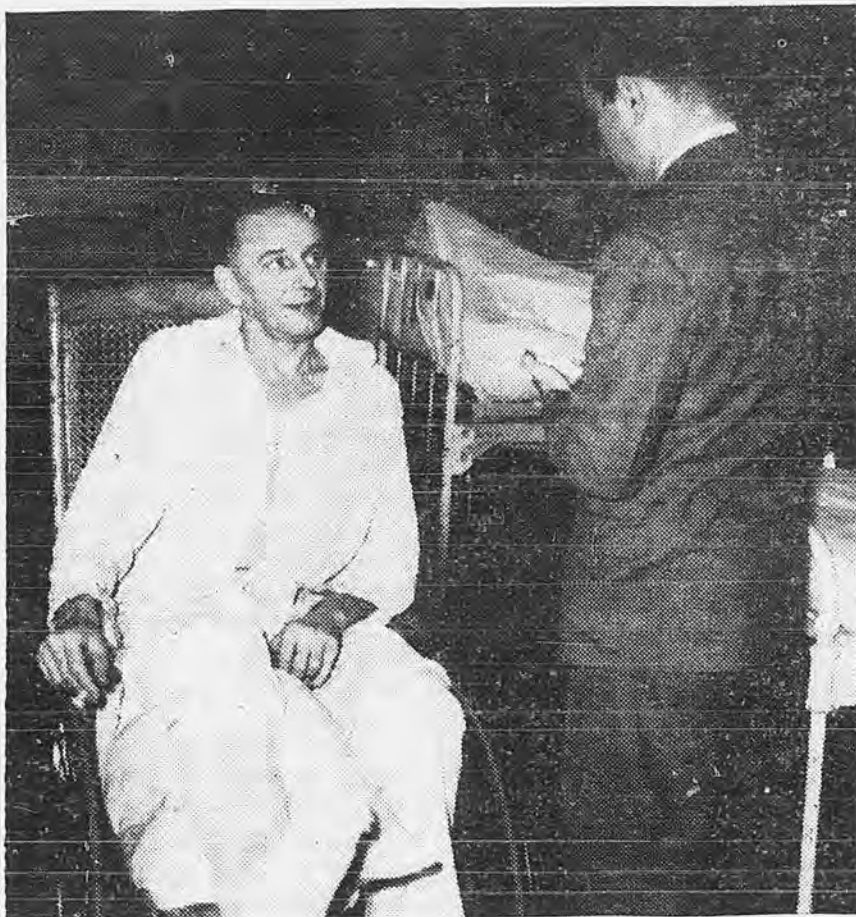
1. Chief Cook Major J. Godbout (it's a name, not a title, son) looks mighty cheerful as he climbs onto crutches.



2. L. R. Borja, a Seafarer since 1940, tells a member of the Log Staff what he thinks of the Log—among other things.



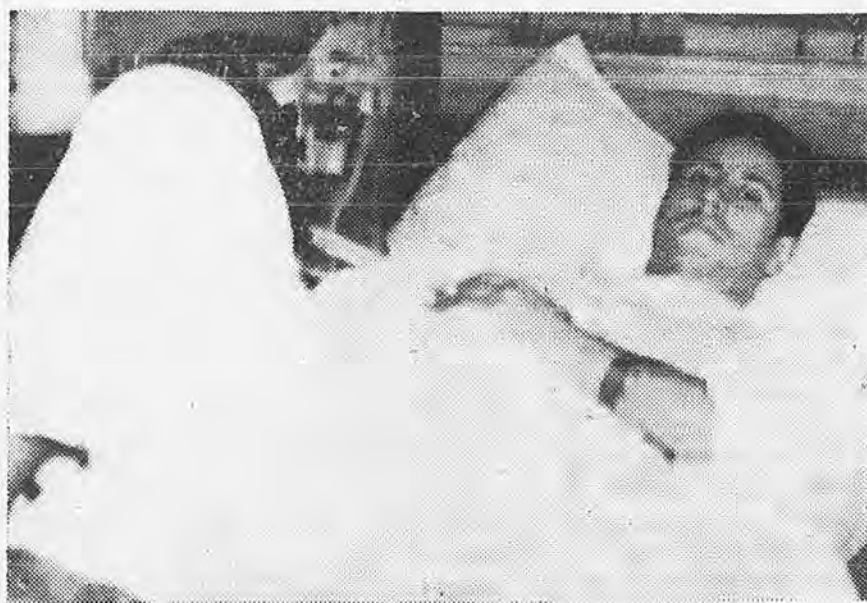
3. C. Kuplicki, AB, was always an active man until he fell down that hatch. Now he finds hospital life pretty confining.



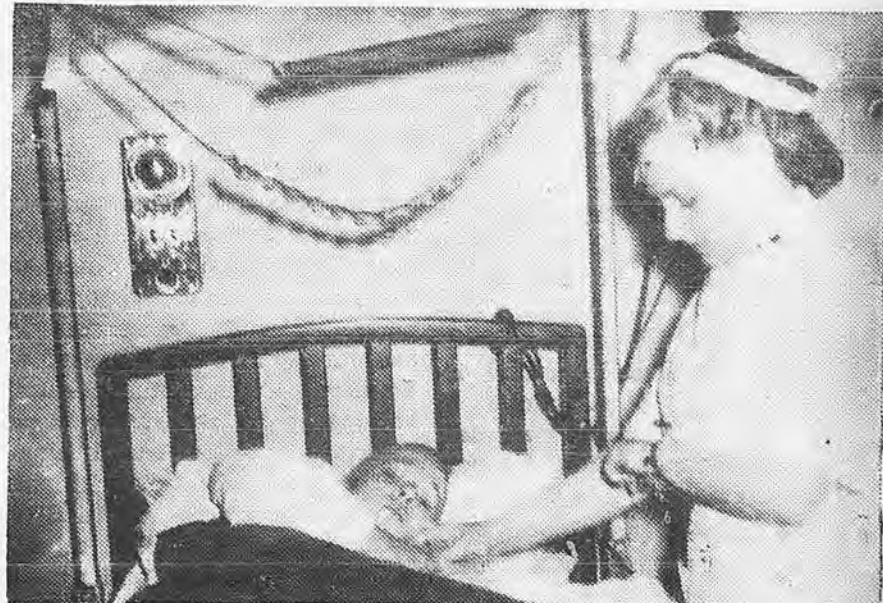
4. Here's that Log staffer again—this time with Chief Baker Bill Bause, who likes wheelchairs better than taxis.



5. Philosopher of the Boulevard of Broken Bones, as Ward F-6 is known, is dour Scotsman W. B. Muir, Deck Engineer.



6. Purser David Blick of the Staff Officers Association, an SIU affiliate, is in the hospital with a delayed action war injury.



7. Isthmian Seaman Bob Mosseller, who suffered a broken back, enjoys the attention (pulse) of Nurse Celeste Mims.

ing forward to getting his next soon.

A broken heel suffered in a fall from a truck in Bremerhaven, Germany, has kept restless Major J. Godbout, a chief cook, in Staten Island since April

6. Brother Godbout, whose home is in Lynn, Mass., is trying to get a transfer to the Brighton Marine hospital in his own state. "But I don't know how I can get out of here with this pin sticking out of my heel. I can't

get my pants leg over it," he said.

Before we left someone steered us over to the bed of Purser David Blick of the Staff Officers Association, an SIU affiliate. Blick was interested in the or-

ganization progress of his Union and wanted to know what was new. We promised him we'd check and send word out with the Patrolman.

Memo to us: check up for Blick.

Kathleen Holmes Crewmen Ask SIU For Aid

Three crewmembers of the Isthmian Line hellship, Kathleen Holmes, contacted the Seafarers International Union for assistance and advice regarding their case. They were detained by the Federal Bureau of Investigation in Honolulu for supposedly possessing rum which was supposedly part of the Kathleen Holmes' cargo.

Now they have been released with all charges dropped, and without their case ever being heard. However, they rightfully feel that they are entitled to back pay and subsistence for the period in which they were wrongfully held by the authorities plus transportation back to the States. The SIU is solidly behind these men, and will make certain that they receive what is coming to them.

BLIGH A PIKER

As various reports concerning the Skipper and crew of the Holmes trickle in to the *Seafarers Log*, only one obvious conclusion can be reached: and it is that Captain Bligh of the *Bounty* was a piker compared to the Holmes' Skipper!

Recently, the *Log* ran a story on the charges preferred against the Captain of the Kathleen Holmes by members of the crew when their ship docked in Shanghai. According to them, the Consul who heard their case referred the entire matter back to the authorities in this country to be heard upon their return.

Seamen of the Holmes' crew can rest assured that the Seafarers will see that the entire resources of the Union are utilized in order to bring justice to them. Although the SIU does not yet possess a contract with the Isthmian Line, SIU members feel that the election results so far are a mandate to the Seafarers.

In line with that mandate, the SIU is acting on the Holmes case, and will fight until all matters concerning the crew's beefs are settled satisfactorily.

The Patrolman Says: Rust Bucket

We covered the SS Marjory, Bull Line, recently and we believe the condition of this ship should be called to the attention of the membership.

This scow is undoubtedly the filthiest medieval thing sailing the seas today. The plumbing doesn't work, the entire overhead leaks, and the crew, is herded into a 2x4 dormitory-like affair that hasn't been painted in years. If the decision was left to us, no seaman would be permitted to ride this thing.

It would be interesting to find out how this rustbucket clears the Steamboat Inspectors.

Due to our action, the Bull Line has withdrawn this ship from active service. The Navy should anchor this boat in the vicinity of the atom bomb tests, and thereby rid the seas of an accident waiting for a place to happen.

Howard Guinier
James Purcell

THEY VOTED 92 PERCENT SIU



Isthmian seamen of the Stephen Girard who chose the Seafarers as their Union. Front row (reading from left): H. Weil, C. Owens, H. Fountain, W. Duke, E. Petty and J. Picou. 2nd row: K. Fountainberry, R. Rankin, O. Stich, S. Barr's, R. Herrington, J. Shelnut, H. Workman and P. Mamas. Rear: F. Simpson, D. Domac, E. Higgins, R. Jackson, R. Ross, C. Jansing and M. Bjerklund.



The Maritime Commission

The Merchant Marine Act, which had been passed by the previous Congress, became legally effective October 26, 1936. This created and legalized the Maritime Commission which consisted of three Presidential appointees, Admiral Wiley, Admiral Hamlett, and an accountant named Lan-



dick. Thus we see that the balance of power created in the beginning is the same as now, 100 percent shipowner.

The Maritime Commission inherited the files (including the "deferred list") of the U. S. Shipping Board and the Emergency Fleet Corporation. The operating personnel was augmented with the addition of hundreds of new employees whose major qualifications were shipowner recommendations or political influence.

The powers of the Maritime Commission were doubled and redoubled until finally, although ostensibly operating under the Department of Commerce, actually it was an independent agency with its head reporting directing to the President.

THE FINK BOOK

One of the first moves of the shipowner controlled Maritime Commission was the printing of the "Fink Book," brain child of the late Senator Copeland, "patent medicine king."

This fink book bore the grand label of "Continuous Discharge Book" and was patterned after the English Board of Trade discharge book, and very similar to the West Coast Fink Book.

The shipowners attempted to sell the book to the seamen by excluding the character, conduct and ability sections, but the fact remained that the seaman's entire record was contained in one little book which served also as his identification and rating classification.

Simply summed up, the "Fink Book" was a streamlined blacklist system created to enable the shipowners to have the complete record of any seaman at their finger tips.

SABOTAGE

The fight against the "fink book" was originally sponsored by the unions of the West Coast. Later the Communist rank and file group, which was the nucleus of the present NMU, were the first to abandon the fight advocating the acceptance of the "Fink Books" under the formal slogan, "We will burn them on the Capitol steps."

On October 30, 1936, after the Pacific Coast unions had bent over backwards in an attempt to reach a satisfactory agreement with the shipowners, a strike authorized by a referendum vote of the membership, was called.

The ninety-nine days that followed will forever mark the greatest strides forward taken by American seamen.

On the West Coast the shipowners, well aware of the solidarity of the seamen and longshoremen and the 100 percent support of all organized labor, made only a few sporadic attempts to move the ships.

Their strategy was one of waiting. The shipowners who professed an inability to pay a wage increase of ten dollars a month, tied up their ships and took a loss

of over one hundred million dollars in revenue in an effort to starve the seamen out, to break their morale and smash their unions.

HIT THE BRICKS

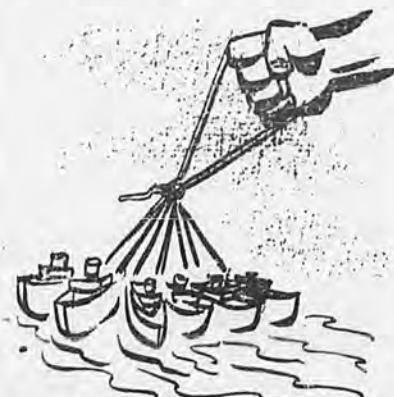
On the East Coast and Gulf, the seamen responded almost unanimously to the strike call with organized and unorganized seamen alike tying up the ships and hitting the bricks.

The 1934 police intimidation and attacks on the West Coast were repeated on the Atlantic and Gulf, but to no avail. The strikers stayed out and the picket lines were maintained.

The strike ended with wage increases, union recognition, and hiring from union hiring halls on the West Coast, and with a "house divided against itself" on the East Coast.

The only official strike called on the East Coast in the Fall of 1936, Spring 1937, was that of the Marine Firemen's section of the International Seamen's Union. The other crafts, however, supported the strike by actually striking, both organized and unorganized.

A few contracts with the West Coast scale were signed on the East Coast, but the communists



who had gained control of the rank and file movement sabotaged any possibility of reaching a general agreement.

Taking advantage of every conceivable political angle, they op-

Truman May Seize Railroads If They Strike

WASHINGTON (LPA)—Wage controversies on the railroads headed toward a strike deadline this week, but President Truman told newsmen he is considering an order for seizure of the "Iron Horse" should that become necessary to avert a stoppage.

Two of the Railroad Brotherhoods—the Locomotive Engineers and Trainmen—have set May 18 as a strike date. Three other "operating" Brotherhoods have announced they will take a strike vote if they reach no settlement with the railroads, and 15 "non-operating" unions, which represent over a million railworkers outside of the train, engine and yard service, are scheduled to start voting on a strike soon.

All of the organizations are fighting for greater wage increases than the 16c an hour awarded to rail workers by two arbitration boards and an Emergency (Fact-Finding) Board. Also, the "operating" unions are demanding many changes in working rules.

Book Review

"Christ and Man's Dilemma" by Dr. Buttrick, Abingdon Cokesbury Press, 204 pp., \$2.00.

Man now finds himself living in a world that is increasingly evil. A world that has recently come through a devastating war, and in which a large section of the population is faced with famine and slow starvation. In spite of this, we hear talk of another war. What has brought this to pass?

Dr. Buttrick, in his book "Christ and Man's Dilemma," attempts to analyze the reasons.

The thinking of man has been betrayed by the false standards of our times. On one hand modern education, modern science, big business, modern machines, promise us an abundant and full life, but everywhere this dream and promise has been betrayed.

Science promises us a longer and healthier life, but has also presented us with the atomic bomb which may bring man to a final war which will mean the destruction of all civilization.

Dr. Buttrick feels that man has rejected the brotherhood of man because atomic energy is thought of only in terms of destruction.

He also decries the fact that the success of modern man is measured largely by the amount of money he can accumulate in his lifetime, not by the good he can do to his fellow men.

erated from separate halls and created a constant turmoil, sacrificing the seamen's interest in their campaign for the establishment of the National Maritime Union.

They were able to accomplish this betrayal only through the stupidity, avarice and in cases, the outright sell-out of the decadent officialdom of the ISU.

These labor-fakers, the last of whom has long since been purged from seamen's ranks, sacrificed the membership to communists control rather than jeopardize their own little sinecures.

The membership ultimately threw them out anyway and they are forever discredited in the eyes of good union seamen.

(Continued Next Week)



Alien-Baiting Skipper Slapped Down By Union In Jacksonville

By LOUIS GOFFIN

JACKSONVILLE—Just when everything is serene, something happens to give us trouble. An incident that took place on the SS John Gallup is a case in point.

It seems that the Skipper of this wagon was drunk all the time the ship was in port. He took a dislike to the Chief Cook, who was an alien, and so, two days after the crew signed on, we were informed by the Steward that the Captain had requested the Immigration authorities to take the Cook off the ship.

At the same time, the Old Man hired a "fink" Cook out of some gin mill.

FINK UNLOADED

We immediately started action. First we had the "fink" unloaded, and then we contacted John Hawk, who wired the Immigration authorities that a job existed for this alien.

After a while we managed to wake up the Skipper. He took a bit of persuading, but he finally

and the ship sailed without him. This sort of stuff is bad business, and we are taking steps to see that this bird is taken care of.

BOOM SLACKENS

Our small-time boom has come to an end—temporarily, we hope—and our expectations for the next week or two are not very bright.

The Robin ship that we had expected has been diverted to Norfolk. The SS John Gorrie and the SS John Gallup have been finally crewed up, with the assistance of Tampa and Savannah.

Both ships signed on with the new Foreign rider, which was to the complete satisfaction of the crews involved.

Steward Finds That NMU Training Doesn't Go In Seafarers

By JAMES TRUESDALE

PHILADELPHIA—Once again things look pretty good in the City of Brotherly Love. The only thing that marred a fine week was the Cape Pilar. This ship came in clean, but with plenty of beefs.

In the first place, the Steward was a trip-card man formerly in the NMU. He thought that it would be okay to use men not in the Steward's Department to carry daily stores without putting down any overtime for them.

Of course, he remembered to credit himself with plenty of overtime. It was a bad spot for him to put the Union in, but everything turned out alright.

SEA COP

We also had a pistol-packing, ex-reformatory warden on the Cape Edmont as Third Assistant. He thought that he was still running a reform school, and that was a bad mistake—for him. We gave him the usual SIU assistance in leaving the ship, and he is now up on charges before the Coast Guard.

The weather has turned nice, and as we are only a few blocks from the park, I guess we will have to look on the park benches to find men to crew ships.

The boys like to go to the park to look at the sights, and some of them are pretty nice. Philadelphia has a lot of historical spots, and some of the best-looking girls in the world.

All in all, with shipping picking up, the weather turning nice, and the beautiful women around, Philadelphia is beginning to look better and better.

NO NEWS??

Silence this week from the Branch Agents of the following ports:

CHARLESTON
MOBILE
SAN JUAN
GALVESTON
PORT ARTHUR

Alcoa Refuses To Take NMU Ship Till It Is Fumigated Thoroughly

By BUCK STEPHENS

NEW ORLEANS — Business and shipping for the past week have been very good. At the present, there are 26 SIU ships in port, and the beefs on all of them keep the Patrolmen on the hop. A good many of the beefs concern ships carrying passengers, but as they come up we settle them, so all beefs are settled at the point of production.

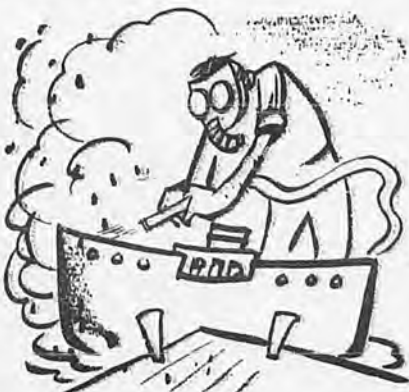
The biggest beef of the week came when we tried to get an SIU crew to sail an Alcoa ship that they had taken over from the United Fruit Company, an NMU outfit.

The SS Wayne McVeagh was turned over to Alcoa and we shipped a full crew to the ship. As soon as the men saw the condition of the ship they called the Hall and a Patrolman was sent down. The ship was found to be in a condition unsuitable for human beings to live in so he went to work at once to get her squared up: all new cooking utensils, dishes, stores, mattresses, etc.

The company gave instructions to the heads of all departments to get the ship cleaned up and never mind how much overtime was involved. And by the way, the Alcoa Steamship Company refused to take the ship until United Fruit had it fumigated.

CLEAN SHIPS

I believe the membership should bear in mind that the ships they leave should be left in the same condition they would want to find them when they go aboard. Several complaints have



been brought in by various members about going aboard ships and finding the rooms, mess-rooms and passageways dirty. Remember, Brothers, the SIU has always boasted that an SIU ship is a clean ship. So let's try our best to live up to this slogan.

It looks like the strike vote

Transportation And Overtime Make Rush Crewmembers Happy

By CHARLES HAYMOND

HOUSTON—Activity has slowed down in the Port of Houston, although we paid off the SS Richard Rush, and SS Sunset, Robin Line and Pacific Tankers Inc., respectively.

Patrolman Brightwell paid off the SS Richard Rush, and the crew was well pleased with his handling of the disputed overtime, prior to the payoff.

They had sailed Coastwise very, very shorthanded. Result: transportation and very heavy overtime for that part of the voyage.

The newly negotiated foreign rider, which we used in signing on the Richard Rush, was well-liked by the crew, but not as

well as the one they themselves had personally negotiated in the Port of Pensacola, for it was on a Port to Port basis, instead of an area to area basis, as is the foreign rider.

END BEEFING

I believe the U. S. Shipping Commissioners will appreciate the newly negotiated foreign rider, as it will save them one hell of a lot of ear-banging from Agents, Patrolmen, and soreheaded crews, beefing for their transportation.

The sooner we get the Coastwise and nearby-foreign riders ironed out, the less headaches for all concerned.

In paying off the SS Sunset with Bro. Jack Hines, SUP Patrolman working out of Galveston, we ran on to another of Captain Vivaries' (Pacific Tankers Representative) Company Orders.

These instructions knock out the butterworth overtime for the Pumpman, unless actually handling hoses or turning valves, or handhosing the tanks.

In this case the butterworth overtime was paid, but in the future I expect headaches for Pacific Tankers are apparently trying to cut down on all overtime.

SHIPS RE-ALLOCATED

We have had two to six SUP ships in port constantly; at present we have the SS William Worth, American-Hawaiian; SS Cape Constance, Grace Line; SS Roger Sherman, McCormick SS Co.

Two of the SUP ships are being reallocated by the War Shipping Administration, to NMU contracted companies in this area, namely: SS Northwestern Victory, Pacific-Coastwise-Far East Line; and the SS Cape Constance, Grace Line.

J. M. Walsh, our "windy" and versatile Dispatcher, had a collision with a 20-ton semi-trailer

YOU'RE FOOLING AROUND WITH THE SIU!



last Sunday p. m. He has tackled many things before, but I do not think he will care to tangle with another semi-trailer, at least not in the near future.

I can now report that "Windy" has finished his convalescence, and is now back at the old stand.

We have the nucleus of a good membership locally here in Houston, and if we are to hold membership meetings in the near future, as I am sure we will, we must have a larger Hall—one that will accommodate enough members for a quorum.

Last week we had 21 full book men, and there was SRO even out on the sidewalks. A few prospects are in view, but nothing is definite as yet.

No more of our ships have gone to the boneyard this past week and although one tied up temporarily, we had a few going out and a couple more are loading now for a trip.

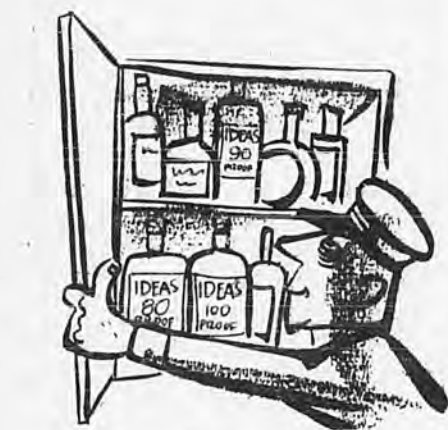
Savannah Needs Rated Men

By ARTHUR THOMPSON

SAVANNAH — We paid off three ships this week and all payoffs were clean. Three logs were lifted and no beefs are pending. Things may slow down for awhile, but we still have a few jobs and no takers. Rated men are still not too plentiful down here.

The SS Irvin S. Cobb of the Isthmian was in port and voted, which leaves only a handful more to vote.

The South Atlantic sold her second Hog Island, the Schoharie, to the Argentines. She is now called the SS Misiones. This makes it two down and two to go.



agreed to withdraw all charges and take the man back on the ship.

The Brother involved has been a member of our Union for five years, and has a fine wartime record. All we can say about the Captain is unprintable.

This all adds up to one thing: While the seamen, alien and native, were sailing during the war everything was alright. While they were braving torpedoes, air attacks, and mines to get the cargoes across, they were needed.

Now that the war is over, they are getting the run-around.

If these men were good enough to sail our ships when we needed them, they are good enough to sail them now.

AGAINST STEWARD

We also have another beef, which has not been settled yet, concerning the Steward of the William Carson, Grace Line. All of the crew piled off when the ship docked here and they are unwilling to sign on again until the phony, company-stooge Steward is taken off the boat.

This man is disliked by all three departments, including his own. We are in hopes that this phony will be on the beach when the Carson leaves Jacksonville.

One of our Union Brothers was shipped from Tampa to Jacksonville, and was advanced transportation. He failed to show up,



No Need To Sail Beat-Up Ships; Report Needed Repairs To Union

By JOE ALGINA

NEW YORK—This last week has seen a lot of trouble with the SS Marjory and the SS Governor John Lind, Bull Line. The conditions on these ships were almost indescribable. The plumbing was bad, men were forced to sleep in crowded quarters, and there were not enough toilet facilities; all in all, these boats looked like Captain Bligh's fleet.

We went right after the Company on these vessels, and the Line will be completely repaired before she leaves here on another run. There is nothing that can be done with the Marjory and she will be taken out of service.

SIU crews don't have to sail on ships like these. If ships need repairs, report this immediately



to the Patrolman who comes on board. Have a repair list ready, and the repairs will be made.

DRAFT INFO

The draft is still important to the men under 26. Keep in touch with your draft board—don't depend on someone else to do it.

If you don't let your draft board know where you are, and what you are doing, you may find yourself working for Uncle Sam at \$50.00 per month.

More and more ships are going back on regular runs, and it is only a matter of a few months before the passenger service will start. When this happens, the merchant seamen will be able to enjoy their work a bit more than they could during the war years. It's about time.

SHIPBOARD MEETINGS

With some contracts coming up for renewal, and with negotiations soon to be started, it is important for ships at sea to hold shipboard meetings. Discuss the new contracts, and send in your suggestions of what you would like included in the new contract.

ABs, Second Cooks, and Bakers are still at a premium in this port. This situation would be helped out a little if all men eligible for ratings would go get them. If you need any help in applying for your ratings, see Jimmy Stewart on the third floor of the New York Hall.

PLAIN TALK

We've gotten a few more complaints from crews that have run out of linen on the high seas. The blame for this rests right on the crew members.

Remember, when you go on board, check the supply of linen. If there is not enough linen, tell the delegate or the Patrolman immediately, and the ship won't sail until an adequate supply of linen is put aboard.

It's your bed—make sure you have clean linen for it.

A word of warning should be enough for the wise—and in this case for the unwise also. The

police, cops, gendarmes, or what have you are cracking down on black 'marketeers' both here and abroad.

Guys who think that they are part owners of the cargo are also heading for the hoosegow. One guy is in line for 20 years in the pokey, in Marseilles, for peddling nylons.

Even Skippers are getting a share of the trouble. One Captain was fined \$1000.00 for carrying his girl friend from Manila to Tokyo. It's cheaper to stick to dreaming!

Lindsay Williams and Cal Tanner have been around lately. They both look healthy, so it appears that the hard work of organizing on the Gulf has done them good.

The sale of seasick remedy will probably shoot up soon. The men on the beach have been waiting for the Hudson River Line to resume operation, and when it does, our boys will take a non-working trip, and probably become sick as dogs. Watch and see.

Great Lakes Shipping Hit By Shortages

By ALEX McLEAN

BUFFALO—The coal shortage has caused this to be a sad week along the waterfront. Many crews are heading home because they have run out of coal.

The McCarthy Steamship Company will lay up the SS T. J. McCarthy and the SS G. H. Ingalls within the next day or so. This is quite a blow since these ships have been bringing two thousand new cars every week from Detroit to Buffalo for distribution throughout the East.

Brother Paul Warner is still in the Marine Hospital here. He is a very sick man and asks that any of his friends who come into this port should try to visit him or at least drop him a line.

We have had a guest this week. Brother Gust Schultz, who has been sailing the deep blue sea all winter, has headed East again.

HERE AGAIN—AND GONE AGAIN



Frenchy Michelet, ace Log Columnist, as he looks when beating out his copy. Frenchy blew in last week from New Orleans on one of his personal sea-going taxis, the Stony Creek, to hand-deliver his last column. Since then he disappeared. Has anyone seen him?

Portland May Get Fulltime Rep

By JOHN MOGAN

BOSTON—The past week was an exceedingly busy one for the Port of Boston officials. The outports got all the ships, which necessitated having delegates in Portland and Providence to take care of payoffs in those ports.

Portland could well prove to be a very busy port for the summer months, owing to the fact that UNRRA may choose to load grain and cattle there. In such a case, we will have to install one of the delegates in Portland, rather than send one up there on a per diem basis every time some ship's delegate has a beef.

The coming week, however, will be a slow one from the looks of things. Not more than a couple of ships are scheduled to payoff in this area. But shipping is still good. There are so many ships awaiting assignment that the turnover in crews is terrific.

This is not a very good development, insofar as the outport

ships are concerned, since transportation is involved. And certainly the operators don't like the idea of furnishing transportation to new crews about every fourth day.

This Branch will start picking up trip-cards of those men who pull this stunt once too often.

Due this week-end to be voted in Boston is the Isthmian Kenyon Victory. It is hoped that this vessel will be as overwhelmingly SIU as the other Isthmians voted here (excepting the Sea Scorpion, on which we broke even).

Occupancy of the new building will be delayed for about six weeks. Because of the disastrous fires which have plagued Boston for the last few years, notably the Cocoanut Grove holocaust, the building laws are more stringent than anywhere else in the country.

The Patrolmen Say—

Red Pencil Blues

No shortage of red pencils existed on board the Edward G. Janeway, Smith and Johnson Line, when we went aboard this ship for payoff on May 8. The stewards department had worked day and night painting all messrooms, officers' quarters, passageways, and their own quarters. All this added up to 302 hours overtime. The Port Steward slashed this to 100 hours.

We informed him that the Union agreement covered this, and even quoted the section to him. He refused to pay, and so the rest of the crew would not sign off. After two days, the Company reconsidered and the beef was settled to the crew's satisfaction. The stewards department collected every cent coming to them.

To try to get even, however, the Port Steward fired the ship's Steward. The rest of the crew and the officers went on record that if the Steward was fired, they would hit the dock right behind him. Again the Company reconsidered, and the Steward was returned to his job. This is what we call cooperation and Union solidarity.

Of all the ships we have ever paid off, this was certainly one of the cleanest and one of the most cooperative.

R. E. Gonzales
James Hanners

Another Phony

The crew of the J. Gunn, Robin Lines, has a just complaint against the First Assistant Engineer, Joseph La Vecchie. They called him a "second Westbrook Pegler" and say that the Skipper disliked him so much that he would not eat at the same table with him.

According to the crew, La Vecchie could not 'see why there was such thing as a union.'

He asked the crew to sign a pledge which stated, "I pledge that I will be on the floor plates on time every morning, do my eight hours daily, stay sober in port, not drink while on watch, and if I don't live up to this, I want the First Assistant Engineer to log me, so help me God."

Of course none of the men signed this.

La Vecchie got along so well with the Captain that the men brought to the Old Man for logging were usually let off with no entry being made in the log.

The men of the J. Gunn want the other SIU Brothers to be aware of this character, and hope that he will sail with an SIU full book crew, no trip-cards or probationers.

S. Colls

DEMOCRACY IN ACTION



This Trial Committee, from the left—V. Lough, E. Jones, A. Stewart, N. Bigney, H. F.ington and G. Champlin—is an elected committee of rank and file Seafarers who were democratically elected by their Union brothers to investigate charges brought against SIU members. It is their duty to make specific recommendations on those charges in order that the next Union meeting can act on them.

Seafarers Maintains Lead In Isthmian

(Continued from Page 1)

all SIU members must hold tight, continue to contact Isthmian ships whether or not they have already voted and no matter in what port they may be docked.

There's no doubt but that the Seafarers will win the Isthmian election handily, but these vessels must be kept lined up until Isthmian has signed a contract with the SIU. That's the final step.

Ships In Transit Keep Tampa Humming When Shipping Slows

By SONNY SIMMONS

TAMPA — Well, things are humming along as usual around this port. We have been getting quite a number of ships in, but they are all in transit. We ship a few men on most of them but they don't bring in any income for the port. We just have to scuffle for that.

In the past week we have had the James Miller, Powellton Seam, Wacosta and the Warrior in here. The Warrior is still in loading lumber for France.

We have shipped several men to the SS Marine Carp down in Port Everglades, and have also sent quite a number of men to a couple of ships in Jacksonville.

WANT ACTIVITY

We have the J. D. Ross due in Port Tampa today and I understand that she is going to pay off here. I sure hope she does, as we could stand a little more activity around here, though I don't know where we would get a crew from as our lists are cleaned out.

Most of the oldtimers have shipped out except for a few that are sailing Quartermaster on these streetcars and taxicabs around here.

Perry (yard bird) Roberts is still around, dodging anybody that he thinks is going to offer him a job. He has proposed marriage to a beautiful little girl here and is only waiting for her to get a job making more money or a



substantial raise before tying the knot. I wish he would hurry up as I am seriously considering boarding with him.

WORK WAITING

New York Agent Paul Hall's family just arrived for a visit in the Sunny South. We are hoping for him to come down. We will let him trot out to Port Tampa a couple of times a day to make some of those wagons docked out there. That would be a good way for him to lose some of that excess beer muscle around the middle.

According to the morning paper the coal strike is going to affect us down here. They are discontinuing the train service between here and the phosphate mines. The majority of the ships that run in here on regular schedule haul phosphate, so I suppose that they will be re-routed for a while.

WITH THE SIU IN CANADA



VANCOUVER — There have been a number of United States ships in port, all with one kind of beef or another. This is perhaps due to the strike scare on the coast, which has caused the owners to chase these ships out of port immediately after signing on. In most cases these vessels have been improperly provisioned, and on arrival here, they have been unable to obtain the necessary stores before proceeding out to sea.

This creates lots of trouble with the crew, and gives us lots of headaches. We of the Vancouver Branch have then got to go and dispute with the Wartime Prices and Trade Board, and try to obtain sufficient supplies. These ships should be checked over before leaving the U. S. ports. If this was done, a lot of grief would be avoided.

OPERATORS LAX

Evidently the men delivering the small "China Coasters" to Chiang Kai Shek from the U. S. are having a bad time. It is reported that the Company handling this job is not living up to its agreement with the Union. However, the matter has been referred to Headquarters and will no doubt be rectified without delay.

Charles Marcotte, AB, left at St. Paul Hospital, Vancouver, from the SS Cranston Victory, extends sincere thanks for the cigarettes sent him by the crew. The Pa-

trolman took them to him, and they were sure a help as he was sick of smoking English cigarettes.

We have pondered a number of things and we pass them along as thoughts for the week:

Proper ventilation and spacious quarters on ship is a sure safeguard against tuberculosis.

Does a ship pay? Ask the man who owns one.

Hugh Murphy

VICTORIA, B. C.—A recent meeting reviewed the developments, to date, in the Union's efforts to negotiate a master agreement covering three steamship companies. The record of the business of presenting our demands before the National War Labor Board was outlined in detail. It was pointed out that existing labor legislation limits our activity and prevents an early settlement.

The fact that other organiza-

tions had allowed themselves to be maneuvered into a position whereby they had to accept the dictation of company terms and policy was also discussed. It was pointed out that this will, in some measure, handicap this Union in the fight for a just settlement of our demands, insofar as the handout accepted by the other organizations strengthened the company's hands against ours for a genuine wage increase.

The need for Union Security was stressed, and a splendid appeal for solidarity was made. It was the sentiment of the meeting that now is the time to press for wage increases and good conditions on the job.

It was finally moved and carried, unanimously, that we apply for an immediate hearing before the NWLB, and that George Wilkerson, Secretary of the Victoria and District Trades and Labor Council, represent us during the negotiations.

W. McLaughlin

Hoard's Second Mate Did His Best To Organize Crew For The NMU

Several members of the Isthmian Line ship, William D. Hoard, among them AB Otto Pedersen, Carpenter H. D. Buckalew, FWT Buck Roberts, and MM Bill Nihem, asserted that 2nd Mate Stark told them that he had been an NMU organizer at one time, and still was.

In addition, this individual stated that he carried a paid up NMU book, and claimed that he had been one of the founders of that outfit.

These Hoard crewmembers declared that whenever they got shore leave this 2nd Mate was always talking NMU, and when they hit Philadelphia, he threatened AB Raymond Bates with a goon squad.

This happened after the balloting had taken place with the SIU getting an estimated vote of 92

percent, and the entire vote had been challenged by the NMU's official observe.

LINES STOLEN

While docked at Livorno (Leghorn), Italy around the 24th of April, two manila mooring lines were stolen on the 2nd's watch, and he immediately accused some of the crew of the theft.

However, they asserted their innocence, and claimed that it was practically impossible for the lines to have been stolen without the knowledge and cooperation of this officer.

Bosun Reed was stricken with acute appendicitis while the Hoard was in Italian waters, and was taken off the ship at Genoa. Buckalew was made Bosun for the remainder of the voyage, and Reed was returned to the U. S. on another vessel shortly thereafter.

GOOD LITERATURE

During one of his sounding-off moments in a Philadelphia gin mill, 2nd Mate Stark admitted that most of the SIU organizing material and literature, including the Log, was damned good and superior to NMU literature in many respects. Coming from this individual, that was really some compliment!

While the election to determine the Union bargaining agent for Isthmian was taking place at Philly, this 2nd stayed right there to watch the entire balloting which the NMU immediately challenged because the crew was so strongly pro SIU.

According to the crew, the Hoard is definitely headed for the boneyard. If so, we bid her that fond farewell reserved for all good SIU ships—and so we must class her—because she added her vote to the vast majority of pro-SIU Isthmian ships. No SIU ship could do more than that.

Report Of The Great Lakes Sec'y-Treas.

By FRED J. FARNEN

DETROIT—The Deck and Engine contract with the Chicago, Duluth, and Georgian SS Company had previously been agreed to at the same wages rates as the Detroit and Cleveland Company. I was able to reopen this contract and obtain the following monthly wage scales:

Boatswain, Carpenter,	
Handyman	\$235.00
Wheelsman	221.00
ABs	218.00
OS	171.00
Watertenders, Oilers,	
Firemen	218.00

With the Buffalo Port Agent Alex McLean and two ships delegates, I met with the President of the Crystal Beach Transit Company on April 24, and came to the following monthly wage scale agreement:

Wheelsmen	\$221.00
ABs	218.00
OS	171.00
Watertenders, Oilers,	
Firemen	218.00
Coalpassers	176.00
Chief Cook	305.00
Second Cook	218.00
Night Cook	188.00
Mess Waiters and	
Dishwashers	171.00
Maids	100.00

This contract was duly ratified by the crew of the Steamer Canadiana on the following day.

REOPEN CONTRACT

In company with William Stevenson, Detroit Port Agent, I met with Walter Brown, representative of the Tri-Lakes Steamship Company in an attempt to reopen the sandboat contract.

We reached a tentative agreement on an increase which the company desires to discuss with

other sandboat operators. The same holds true for the Gravel Products Company, with whom we met on April 24. I hope that a complete agreement will be reached this week.

On April 30, we met with the Bo-Lo Company, and on May 1 we met with the Ashley-Dustin Company. We hope to have a final reply this week on the matters negotiated.

On May 3, Stanley Wares, Cleveland Port Agent and I met with the Cement Transit Company's representative and reached the following monthly wage scale agreement:

ABs	\$221.00
OS	171.00
Oilers	221.00
Steward	278.00
Porters	171.00

This ship also pays an average of \$30.00 per month in overtime to members of the Deck and Engine Departments for loading and unloading operations.

ACTIVITY CONTINUES

Stanley Wares and I also met with the President of the Cleveland and Buffalo Transit Company on May 4 and 5, and with two minor exceptions, the 1946 contract is all set. Everything should be straightened out and ready for action of the membership this week.

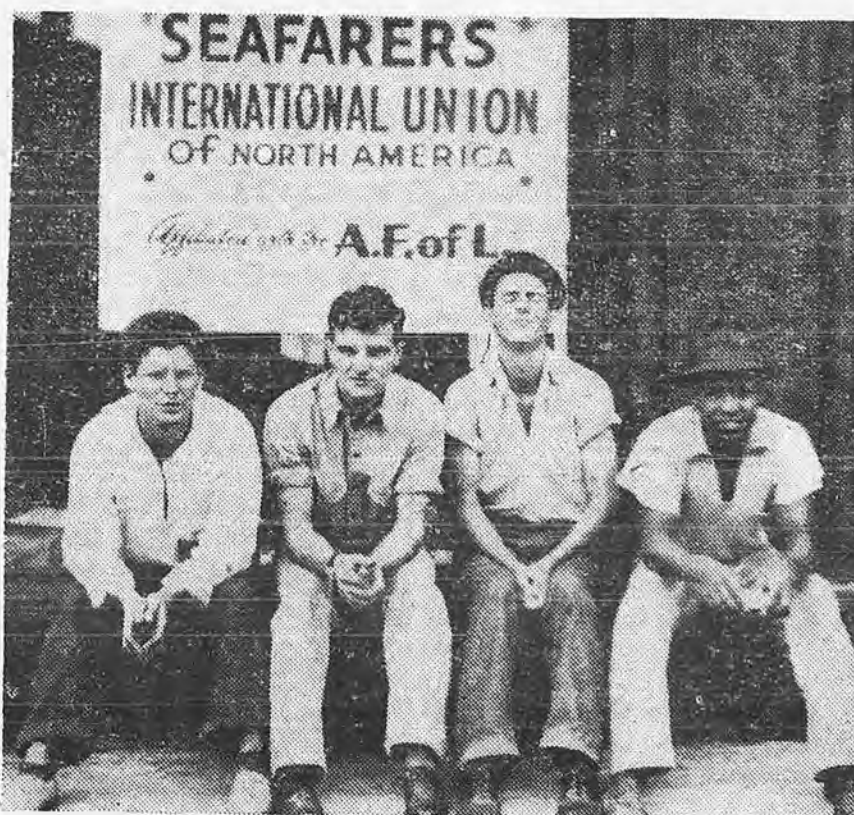
The SS J. P. Wells, recently purchased by the Detroit and Cleveland Navigation Company, and now being converted into an automobile carrier at Manitowac, Wisconsin, will be in service soon. The company has complied with the Union's requests, and has made several changes in the crew's quarters.

Signed agreements from the

Cleveland Buffalo Steamship Company were received this week from Chicago Port Agent Herbert Jansen.

NLRB elections to determine a bargaining agent for the Bradley Transportation Company began at Rogers City, Michigan, on May 6. According to reports from our two organizers up there, Bud Callahan and Virgil Beebe, we have a very good chance of winning this election.

HERE'S AN OLD ONE!



Going through our files, we found this old shot of the SIU Providence Hall taken back in 1939 when it was first opened. The four brothers standing in front of the Hall were unidentified. Frank Berry (not in the picture), who was the first Agent, has now moved up in the world and is sailing as a Master. Yes, he's still a Union man—belongs to the ME&P now.

READ YOUR LOG!





Cutting End To Story Of Knives, Lock

Brother Millard bought a padlock in the SS August P. Loring's slop chest. But he should have bought another to lock up the padlock. When he went to use it it was nowhere on the horizon.

Later, Millard found that the tripcarder, with whom he shared his room, had two padlocks in his locker. He made accusations. The tripcarder denied taking Millard's lock saying that he had bought both of them from the slop chest.

Brother Fields and the Purser then checked the slop accounts. Their findings were that each of the men had bought one padlock. Confronted with this fact, the tripcarder said, oh yeah, he just remembered—he found the other lock and thinking it had been thrown away, he kept it.

But wait a minute—there's more!

By this time Brother Millard was making a thorough check of his gear. He charged the tripcarder with taking two of his knives, which he could identify by markings he had made on them. It was revealed that while in port the Captain had taken four knives from the taking tripcarder who was listing with a

ONE AND ONE IS TWO!



heavy liquid cargo. The tripper admitted that two of the knives might not have been his, that due to his condition he may have seen two knives and taken four—two from Millard's shelf.

The matter was aired at a special meeting aboard the Loring ending in the crew voting to revoke the offender's tripcard with the recommendation that he be denied Union membership.

LIKE FATHER, LIKE SON—WHEN THE LOG COMES

Dear Editor:

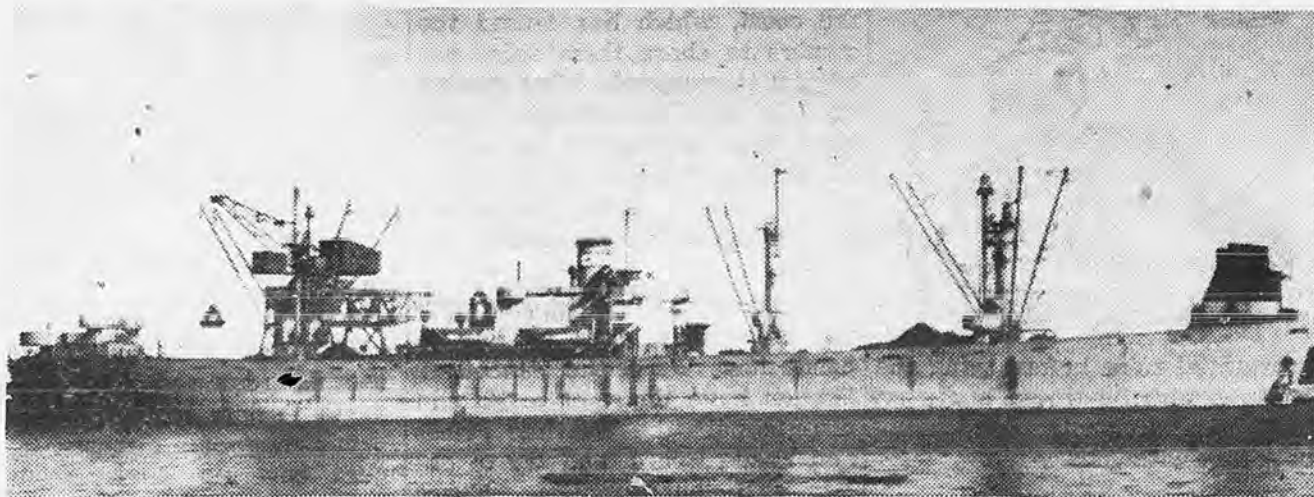
In the April 5 Log, there were some articles where some Brothers asked for the Log to be sent home for their family. My parents saw this and want me to ask you to please send the Log to them.

Dad was a seamen a very long time ago, and I would thank you very much if you would send the Log to him, for I know he enjoys it very much when I carry one home. There are seven in this family and they all like the Log. I have just gotten off the Fort Lane.

J. C. Williford

SHIPS' MINUTES AND NEWS

AS THE SS JANEWAY DISCHARGED COAL IN DENMARK



It was a good trip for crew members of the SS Edward G. Janeway, shown at top discharging coal at Aarhus, Denmark. At center are crew members in the messhall: G. J. Anderson, AB; D. L. Hutchins, OS; W. O. Strahle, Util.; R. Phillips, Util.; A. Weare, Bosun; E. B. Tilly, Deck Eng.; E. R. Brown, O.S.; J. L. Zaring, O.S.; O. Amundsen, AB; G. S. O'Neill, Messman; O. C. Spicer, Util.; F. J. Teller, Wiper and P. Zagrebago, Second Cook & Baker. The Janeway must have fed pretty well, because the slate on the wall lists hamburger loaf and gravy, roast veal, stewed tomatoes, June peas, roast potatoes and cookies. The mermaid under the clock is un-



identified. At bottom is evidence that the Seafarers' Log gets around. Holding Logs are Marvin R. Fraher, 3rd Asst.;

F. Hazen, Steward; W. O. Strahle, Util.; F. F. Waller, Oiler and E. B. Tilley, Deck Eng.

Digested Minutes Of SIU Ship Meetings

WILLIAM HARPER, Feb. 17—Chairman Herman Fruge; Secretary Jim Case. The minutes of the last meeting from the previous voyage were read and it was noticed that most of the repairs requested were not complied with. The new arrangement of heads and showers for all departments were explained to the crew. The members agreed to cooperate and eliminate various beefs, especially avoiding noises in alleyways so men off watch can get their proper sleep. Motion was passed to have full book members hold a meeting at the end of the trip regarding tripcard men.

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FLOYD GIBBONS, April 9—The delegates gave their reports about there being no beefs and everything running smoothly. There was an open

discussion on various questions, especially Union matters. The Engine delegate expressed the feelings of the entire crew by praising the Chief Cook in putting out the best meals they had ever eaten in many a trip.

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ROCKLAND VICTORY, Mar. 24—Motions carried: To notify the horse-tenders to keep out of the saloon and refrain from taking anything from there; that any crew member leaving dirty cups during coffee time or after meals to be fined five dollars which will be donated to the Log; to turn in overtime for not receiving shore leave in an American port, and to read an article by Mr. Schuler concerning such overtime; to have boarding Patrolmen use action to remedy the fresh water supply due to rusty tanks; and to notify the Union hall concern-

ing subsistence if the ship goes to the shipyard again.

~ ~ ~

GEORGE G. CRAWFORD, March 31—Chairman A. H. Anderson; Secretary C. A. Wiles. Ch. Engineer refuse to sign overtime items, to be presented to Patrolman. Complaint on Engine dept. straightened out satisfactorily. No work to be done aboard except of type for which signed on. Motion carried: that matter of three oilers who worked for 17 days in Odessa without direction of any Engineer be referred to Patrolman; that no man be paid off until all legal overtime is paid in full. Everyone should attend Union meetings after registering in Hall, in order to be in good standing.

(Continued on Page 11)

Bad Mood: Food Feud Is Renewed

They're feudin' between decks on the SS William McKee, and they want the SIU to jump in the middle.

The feuding is between the Deck Department and the Stewards Department on the ship, only we have a feeling that the Stewards boys aren't aware up to the moment of reading this that the fight has gone beyond the McKee's bulkheads.

The Deck Department brought it to the attention of the Union in the form of a complaint and a petition. The petition asks that the SIU "take some action against the Stewards Department."

LIST COMPLAINTS

In a long bill of particulars, the Deck men (10 of whom signed the petition) list their complaints against the Galley:

1. The ship did not leave port with adequate stores.

2. Conditions in the crew mess-rooms were unsanitary and the decks were not cleaned before meals. The messboys didn't wear clean or even passable jackets. The bulkheads were seldom cleaned.

3. The pantry wasn't clean and there was such a stench from the garbage can, which sometimes wasn't emptied for three or four days, that that eating was almost impossible. (The Brothers say, parenthetically, that meals were no longer joyous events of the day.) Dishes were never thoroughly cleansed and were set up time after time with remnants of the preceding meal still on them. Bread and coffee were not left in sufficient quantities to last through the night.

The Deck Gang claims that these conditions were reported to the Chief Steward time after time by both the SIU Delegate and the MFOWW Delegate. They say that the Steward declined to notice these complaints and that conditions continued just about the same. He failed to discipline his men in any way, they charge.

Further, the Deck says, by failing to check his stores, the Steward brought about a shortage of sugar and other foods. "We have had no sugar for almost a week."

FUTURE BENEFITS

The Steward put out no fruit at night, and allowed it to spoil in his chill boxes below. "We have seen them throw boxes of apples over the side which could have been set out and eaten before they spoiled."

The members of the Deck Department say they are bringing the complaint in behalf of the next crew that sails on the McKee, in the hope its members do not have to put up with such deplorable conditions.

"We all stand on the belief that the aforesaid men are not capable of holding their jobs and hope action will be taken to see that something is done."

The petition was signed by the crew members on May 2. It signers include Arthur Corlitt, Deck Delegate.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

WILLIAM MOULTRIE, Mar. 27—Chairman George Meaney; Secretary Thomas J. Roach. All expressed satisfaction with the new quarters arrangements. Motions carried: that no one sign on until stores, slop chest, etc., are aboard. Red Truesdale was aboard at time of meeting and told crew not to sign articles until adequate supplies were aboard. One minute of silence observed for brothers lost at sea. Good and Welfare: motions carried: Engine delegate to see Engineer about fixing chill box; members leaving dirty cups, dishes on tables, putting feet on mess-room chairs and throwing butts around to be fined.

Crew Tosses Cookies Into Ship's Meeting

The Stewards Department was on the stand at a recent meeting aboard the SS Algic with the crew tossing up the questions fast and furiously.

Crewmen, as cookie consumers, are far more voracious than officers. This was the observation made by a crew messman after some of the crew disputed the Steward's claim that equal amounts of cookies were put out in both mess halls.

If nothing else, the fact that the Steward talks in his sleep was revealed. Three men, who tried to awaken the Steward by knocking on his door when bread ran out during a night lunch, related that he answered them but failed to get up. The Steward claimed he didn't recall the incident and that if he did answer



he must have been talking in his sleep.

Someone asked why there wasn't a toaster in the crew's mess. There is a standing order for one, the Steward answered, along with one for a percolator. Those presently available are too flimsy and expensive.

The remainder of the meeting was taken up with routine matters affecting the Stewards Department. Larry Kramer was chairman, and James Ehnts the secretary.

JOHN P. MITCHELL, Mar. 31—Chairman Bosun Lopez; Secretary M. S. Robinson. One hour disputed overtime for the carpenter. Carpenter asked about men jumping from one Union to the another on trip-cards. Bosun thanked Deck Dept. for its cooperation in making a pleasanter trip. Motion carried: to take a referendum vote up and down the coast on organizing and admitting pursers to SIU.

WILLIAM HARPER, March 31—Chairman James Snell; Secretary E. B. Williams. General discussion on functions and purpose of SIU and dues to pro-

vide trip-carders and Pbers with more information. Crew wants terms of new agreement with companies to be included in next meeting's minutes. Motion carried: members to read part of constitution which explains procedure in holding Union meeting. Good and Welfare: Complaint that food is served cold. Cook promised to correct this. Motions for ice cream twice a week; painting of messhall, scullery, recreation room and soogeing of passageways; crew to clean their quarters.

SIDNEY LANIER, April 6—Chairman Glenon Jokerst; Secretary Thomas David. All overtime found satisfactory. Motions carried: to see why fresh vegetables and other stores needed were refused by company; to install laundry in aft head around Armed Guard quarters. A motion carried citing need for following: two new seats in deck dept. head, grating in shower and new nozzles, two electric coffee percolators, two electric toasters, two hot plates, a 15 gal. freezer, two electric irons, laundry and face soap, silverware and disinfectant.

LOVING, April 7—Chairman George Krojci; Secretary Edward Tesko. A few hours disputed overtime in deck dept., to be settled by Patrolman. Motions carried: to have all delegates make a report on the standing of men in their depts., at next meeting; to have one man from each dept., clean laundry a week at a time. Membership to cooperate in keeping messhall clean. Crew's messman and Steward's dept. received vote of thanks for service, cleanliness and good food.

BENJAMIN WILLIAMS, Mar. 3—Chairman Preston; Secretary Manning. Motions carried: Each dept. to take turns in keeping the recreation room clean, the laundry to be cleaned at same time; each dept. to do cleaning once a week; cans to be put in each dept. head for disposal of trash. The coffee bag and urn to be changed at least twice a week and spare one left where it can be had when needed.

WILLIAM H. EDWARDS, March 3—Chairman Matthew Bruno; Secretary Michael Sporch. Motions carried: To have each dept.'s book members decide on eligibility of trip carders for full books; to inspect bad meat; to order coffee percolators, pitchers, glasses and hot plate; to have all toilets and fo'c's'les painted.

FRANCIS L. LEE, March 10—Chairman Ben Bishop; Secretary John Kirby. Agreed to turn proceeds of fines over to fund for members in Baltimore marine hospital. Members refused to pay fine, claiming that second and third trip men were running the ship. Man from each dept. elected to serve on committee counting votes. A Wiper voted out of Union because he is ill and unfit to go to sea. He was advised to go to a marine hospital.

JAMES GUNN, March 10—(Chairman and Secretary not noted). Discussed failure of

galley boy to do his work, Chief Cook and 2nd Cook turning in 42 hours. To avoid disturbing men asleep, it was recommended that crew be more careful in shutting fo'c's'le doors. Motions carried: anyone caught writing time for a morning call on the call sheet alongside another's name will be fined; fine list to be abolished; to give good care to electric toasters.

They Need Some DDT Aboard The Memnon

Pests abound aboard the SS Memnon. There are flies and other insects in the fo'c's'le by the thousands. And then there is the Chief Engineer.

There is a decided lack of port screens and wind chutes in the crew's quarters. And that's where the flies and insects come in.

In the crew's heads there are no portholes and the blowers were shut down. "Therefore," say the ship's minutes, "the crew felt very uncomfortable." They couldn't keep the doors open because there are women passengers aboard and they're sensitive guys.

The Chief Engineer says that the blowers in question are for the circulation of hot air, and who should know this better than the Chief Engineer. He agreed to install a steam pipe line in the crew's laundry but after the ship left New Orleans he suddenly decided that the WSA wouldn't permit it.

This hot air authority seems to be doing everything possible to



"make life miserable" for the Electrician and Engineers. He broke his word as to working order for the Black Gang and he and the Skipper both fall back on the WSA whenever there is a beef to answer, say the minutes, which were submitted by Brothers Brookshire and Johnston, chairman and secretary, respectively.

JOHN GALLUP, March 13—Chairman L. Paradeau; Secretary H. Tessel. One minute of silence observed for departed brothers. Steward advised to take more interest in duties of trip-carders in his dept. in effort to make them good Union men. Crew asked not to throw soiled laundry down ladder. Steward claims when ship left Norfolk all stores were aboard; when engine broke down and ship returned to port, he ordered more stores but "as usual the phony WSA" turned him down. It was pointed out that slop chest was poorly stocked—not sufficient cigarettes, not enough popular brands, etc. Motions carried: that more pressure be brought to bear on WSA in regard to food situation; that crew should take better care of washing machine.

SEAFARER SAM SAYS:



CUT AND RUN

By HANK

News from Isthmian volunteer Organizers:

Eddie Wilich, who just came off the Alamo Victory, is now aboard the Steel Mariner. Cool sailing to you, Eddie, while this port climbs aboard the frying pan of summer . . . Every deck officer and especially the Skipper, on the Eastpoint Victory, are "aces to sail with" according to Bosun Di Sei and Chips Ben Mears. Otto Pederson and "Chips" H. D. Buckalew told us about the crew on an Isthmian ship having a jittery time with a gun-toting Skipper they nicknamed "Wild Bill" Jones.

Ray Haidet and Edward Dziak are getting ready to ship out. Any ship will do, ain't that right, fellas? . . . From New Orleans, Buck Stephens informs us that John Bananas is down there, feeling kinda blue. John lost his home on the Eastern ship, Walter Ranger, when she was laid up, you see. Well, grab another, John. Doesn't the Eastern family have any more good sheep left?

We heard that Gordon "Pat" Provencher, sailing as Third Mate, just blew in. Come on over, "Pat," and tell us about the trip . . . Walter Grabeo, who just got married after coming out of the Marines not long ago, probably will be shipping out with his brother in the future. And the first port for Walter and his brother, Baltimore Ski, will be—Baltimore.

Since 1942 we hadn't seen Joe Pendleton, with whom we were shipmates on the Pennmar, when she went down to Davy Jones' Locker. Last week we were sure glad to see Joe, who came out of the Marines recently. Smooth sailing from now on, Joe . . . The Brothers who know Brother "Skippy" aren't so surprised at the news that he's back on another Moran tug. Neither are we.

We were talking with Charlie Seymour, a little oldtimer who has more tattoos on him than most of us have trips on ships. He told us he's checking over the trip-card crew he's with on an L. A. tanker.

Well, well! Look who's in town again. Those good old guys, Gibbs and Jack Greenshaw. What's new, fellas? . . . Looks like Galveston is a nice port, indeed. Ed Hall and "Red" Hall are down there now . . . Bill Hanold, who is happily married and has a daughter, is writing a mystery novel about seamen, just for time-killing sake. Aw, go on, Bill, tell us you might try and sell it some day.

Well, blow out some fuses, boys, and wait for Ed Larkin to turn to. He just got his Chief Electrician's papers! Did you need much courage—we mean voltage—for that examination, Eddie? . . . Buck Roberts and Bill Nihen just blew in off a ship from the Mediterranean run.

Cal Tanner and Lindsay Williams, our tugboat organizers, moored themselves at the Hall last week and then right out again. Two good men indeed.

Well, sure enough, we were having a cup of coffee after a good bowl of stew, when we suddenly noticed the presence of Coffee Drinking Clyde Morgan. Too bad this isn't Santos, Brazil . . . Jimmy Drawdy, who used to be on the West Coast, is in town now. Lots of changes, eh, Jimmy?

(Continued on Page 13)

THE MEMBERSHIP SPEAKS



THE BEACHCOMBER FINDS NEW YORK FAIR & COLDER

Dear Editor:

Here I am in New York for the first time in five (5, count 'em) years. I sailed into the port last week, but it was too cold for me to start beachcombing, as I have only summer clothes. In fact, I would have needed oil skins last week.

Puerto Rico was never like this! But off the record, I think they have just as fair and beautiful señoritas here as they do down in the land of sunshine and beautiful señoritas.

I see Brother Ray had a good article in the Log of April 26 about time off imperiling the members. Well, Brother, that is the truth. I saw it happend down there and I do not see why a man is due time off at all.

Personally, here these fellows would run you plain nuts singing and beating on the dishes and glasses to make music. This is one of the screwiest of crews I have ever been to sea with—and



they wonder why the Mate comes around so much, instead of keeping quiet and out of sight, no, they go banging away on something and making a lot of noise. So to stop the noise the Mate gives them something to do.

This is not the gang I used to sail with. The Mate and Second Mate are not to be replaced by better ones easily and the Steward was not to be so good. Personally, I think he leaned to topside. We had some trouble about the bread and he said there was none left. Later we found some topside. The boys are all broke out with the rash. Outside of that all seems to be going along fine on this ship.

I wonder what my esteemed friend Red Davis is doing on the beach at Puerto Rico. Also, I left Tex Sorenson but I don't believe he will leave the island before winter.

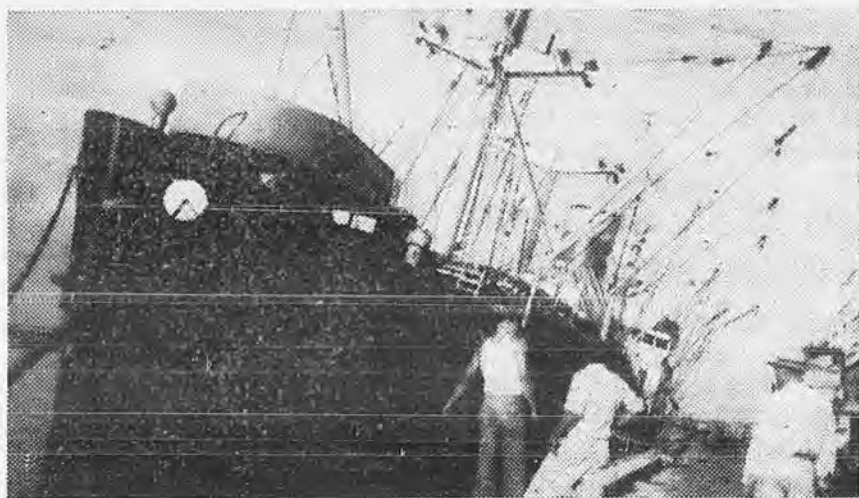
Ran into Soapy Campbell and he says he is going to Philly and is going to wait for Tex Sorenson there to ask him about his love in P. R. He said that had cooled off.

To all my friends on the island of Puerto Rico I wish to express my deep regrets for having to leave you, but when snow comes I will be returning to the land of sunshine and dark but beautiful señoritas. Heave ho, my laddies.

The Beachcomber

Make Isthmian SIU!

CAPE ROMAIN LIST GOES TO SEA



Dear Editor: Here are a couple of pictures of the Waterman ship Cape Romain. In Mobile the crew complained to the hall that the ship listed so badly that living conditions aboard were miserable. The company told an SIU Patrolman that the reason the ship listed so badly was because the pilings at the dock were slanted. Apparently they took the pilings to sea with them. At least that's the way it looks from the second picture of the ship at sea. I think this is a good item for the Log, so I'm sending them in.—A. L. Stephens.



DONALSEN CREW SAYS IT'S OKEH; SO WAS THE TRIP

Dear Editor:

Making a pierhead jump from Boston Hall to Portland Harbor and climbing aboard the tanker Fort Donaldson, we immediately pulled the hook and headed for Las Piedras, Venezuela, and then to Savannah, Ga.

From the word go every member of the crew put forth sincere cooperation. There wasn't anything the crew wouldn't do to help one another. The Captain, R. S. Utter, expressed his appreciation and praised the Stewards Department for the a la carte food which was presented at each meal.

Chief Steward Drew McKinnie, an oldtimer in the business, ran his department in A-1 style—the way it should be. And the Stewards Department appreciated the way the Deck and Engine Departments accepted their efforts.

Without a doubt, everyone

THE HUMMING BIRDS' WINGS ARE OVERDONE!



aboard noticed the smooth way everything ran. This is the way every crew should work (together). The boys of Fort Donaldson have proved that it can be done. May I say further that it

was the first ship I ever sailed on that a Steward put out a lobster thermidor, a Boston cream pie, and many other delights.

The two meetings we held only brought forth two beefs and in everyone's estimation they were well based: they were for wind-sheets and an electric toaster being put aboard. Brother Mitchell was chairman and Tommy Smith was secretary. The meetings lasted an hour and a half each. Let the Donaldson be the example of a good Union ship.

Frederick J. Wilkins

GRACE ABBOTT CREWMAN LAUDS SIU IN FRISCO

Dear Editor:

We, the crew of the Grace Abbott, Calmar, have just come into San Francisco. Our ship was turned over to the Japs in Yokahama. As we were out of the States over 11 months, it was certainly good to be back home again. In general, the trip was very good, even though long, and the crew was one of the best we have ever seen out of New York.

Upon our arrival in San Francisco, we went to the SIU office and contacted Bob Matthews, San Francisco Agent, to help us in strightening out our beefs. It gives me pleasure to state that our Atlantic and Gulf representatives out here on the West Coast are certainly on the ball. They took us in hand and really gave us first class representation. It is a real treat to come in and see where and how our money goes and too much cannot be said about the efficiency with which this Agent and the Patrolmen are doing their jobs. We got everything we were entitled to and no quibbles.

George D. Robey,
Engine Delegate

Prayer For Merchant Marines

By Mrs. R. M. Fitzgerald
Mother of Seafarer G. M. Fitzgerald

*Oh Father, Heavenly Father, list to a parent's plea,
We pray Thee guard our Merchant sons, out on the stormy sea.*

Knit their Brotherhood the closer, Oh Thou Lover of us all,

Give courage where it's needed most, and wisdom ere they fall.

They ask no praise from mortal man, they work in storm and sun,

They only wish to hear Thy words, and know Thy praise, "well done,"

Be their Guide and close Companion, 'till they can feel Thee near,

And hear Thy dear Voice whisper, "I am with thee, never fear."

Be their Beacon in a starless sky, their Pilot calm and strong,

Bring them safely home to loving hearts for which they yearn and long,

We ask it all in Jesus' name, who walked upon the wave,

Who stilled the storms, and hushed the winds, His loving ones to save.

Amen.

Dear Editor:

I am enclosing a little prayer for "The Merchant Marines."

If you have space for it in your Seafarers Log, I will be most happy.

We enjoy the Log very much and always read it before sending it on to our son. It has told us much about the brave boys at sea.

I was struck by the fact that

there have been prayers written for all branches of the services but the Merchant Mariners. I looked and looked for one, but in vain.

So I have tried in a humble way to offer a little prayer for our boys who were overlooked by so many people during this horrible war.

Sincerely,

Mrs. R. M. Fitzgerald

Log-A-Rhythms

Invention and Research

By ERNEST KAPRALL

INVENTION

I awoke one morning, bright and early,

And found that the world was nice and pearly.

I discovered something new,
From my peculiar point of view,
I was astonished from the start,
To think that I was so doggoned smart.

RESEARCH

I took a walk to have a look,
Stopped at a bookstore, and bought a book,

The book was written years ago,
Yet had things in it I did not know,

When of a sudden to my surprise,
I found out that I was not so wise.

For the Idea that came to me that morn,

WAS WRITTEN LONG BEFORE I WAS BORN.

~ ~ ~

Philosophy

By ERNEST KAPRALL

Philosophy is good enough,
when everything is fair,
To help us see the greater cause,
behind life's grief and care.
It's good for talking purposes,
when friends drop in to chat.
And it's nice to hear them say,
I never thought of that.
But, when a fellow's in the mud
beyond the slightest doubt
The best sort of Philosophy, Is
first to help him out.

It's nice to fill your pipe and
smoke, and ponder various things,
To find the hidden benefits,
which every burden brings.
To build your faith in what is
good, and see the distant goal,
And learn that every test of care
is tonic for the soul.
But when a friend is fighting
hard, and being put to rout,
The best sort of Philosophy, Is
first to help him out.

We would be Philosophical, all
men should try and see,
The purpose back of every care,
and all that has to be.
But many a Philosopher, stands
on the river's brink,
And calmly tells a drowning man
THAT HE MUST SWIM OR SINK.
And so I hail a willing man, with
arms and muscles stout,
Who finds a man in trouble, and
jumps in to HELP HIM OUT.



Brother Brings Brief For Lewis And Miners

Dear Editor:

The general trend of opinion among editorial writers, newspaper publishers and other uninterested parties is that John L. Lewis should be given the same treatment Mussolini received in Italy. Thank God this is still America. A great many people in this country still look upon John L. Lewis as their champion.

None of these editorial writers have ever been in a mine or followed the history of unionism from the time when operators treated their mules much better than the men. Even if the mines were not operating, they always saw that the mules were fed; naturally they would die if they didn't, and would have to be replaced with other mules that would have to be paid for with money.

Not so with the men who minded the coal; they could always be replaced, at starvation wages, usually a man who was raising a large family, whose only thoughts were that his family should be fed and clothed, and if possible his children have a better education than himself.

FUZZY PICTURE

If some writers would visit the mines and mining towns in this country and talk to old timers, and listen to the miners' side of this issue and compare living conditions at present with conditions 20 or 30 years ago, then a true picture of John L. Lewis could be given to their readers.

Wages alone are not the only issue in this major strike. Living conditions, recognition of union principles, principles upon which this country was founded, and only in the past few years has any headway been made towards making life a little more bearable for the men who mine our coal. And during this period while a few concessions have been made by the mine operators to the miners' union, John L. Lewis was their skipper and all credit for any increase in wages, betterment of working conditions, etc., is due entirely to him. Thank God for a man like him.

For the enlightenment of a few misguided editorial writers let's have a few words on an average miner's life in a company-owned mine, in a company-owned town.

To begin with, a miner's work is one of the most hazardous occupations on earth. His working tools, powder fuses, lamps, etc., are supplied by himself. The work is not only hazardous, but hard, and after putting in his eight hours at mining coal he doesn't have enough life left in him to enjoy the meager amusements afforded in the community.

POOR EXISTENCE

He usually lives in a three-room shack owned by the Company, who owns the mine. His working supplies and food are sold to him by the company-owned stores. And normal expenses come to him as naturally as it does to other classes of people. His family must be fed and clothed, taxes must be paid, children will be born, probably to be paid for later, doctor bills, insurances, rent, lights and all the other small bills which bother the average working man.

At the end of a year of the hardest, and most hazardous work he still can't show an accumulation of any of the world's goods, and in time he will be too old to work and will then become a burden upon his children who have taken his place in the mine.

Not only among miners, but all people who have to work for a living it would be an awful mess in this country if there were no unions.

John L. Lewis is an outstanding example of a true champion of labor. Even his bitter enemies, "of which he has made many," have to admit he is well qualified to be at the helm of the miners' union in these critical times and they are extremely lucky to have such a man as their leader.

Henry Chappell,
Great Lakes, 3729

ANOTHER BEEF RAISED ANENT STEWARDS DEPT.

Dear Editor:

We, the undersigned, feel that the Chief Steward aboard the Henry H. Blood is not capable of the responsibilities placed upon him. He has been neglectful of his duties. He has, by his own admission, let the Chief Cook run the department. The Chief Cook cooked the menu, and the amount he saw fit, and the Chief Steward was afraid to oppose him.

The Chief Steward and the Chief Cook refused seconds on food again and again. The words of the other departments' delegates accomplished nothing.

The Chief Steward had food struck off the menu when they ran out instead of cooking more. The Chief Cook informed one of the undersigned, after the store-room was broken into "that he would cook nothing but slop for the rest of the trip." If food from

THIS IS THE FIFTH TIME
COUSIN MONTMORENCY
HAS BEEN ON THE MENU!



one meal was not eaten it was served at the next in a different form.

At times there was only one meat and two vegetables on the menu and they refused to serve seconds. The Chief Steward hinted to an AB to the effect that he would put us on "articles." At times some of the crew would not get seconds on eggs.

The bread was served on the food, slopped in spinach juice or gravy or anything else that was on the plate. The water jacket on the coffee urn was never closed on the three-month trip. He let the messhall become so unbearably filthy that the Black Gang Delegate and the Deck Delegate had to go to the Captain to get it cleaned.

So we feel he cannot perform the duties of Chief Steward. Some of the crew would like to stay on for another month, but find it impossible with these conditions prevailing.

Eugene Sullivan,
Edward Thompson

DECK GANG OF WILLIAMS VICTORY



Here's the Deck Gang of the Williams Victory, during her last trip to Antwerp and Bremerhaven, from which she returned to New York on April 18. Top row (from Left): Alex Gunderson, Frank Paycheck and John Metz. Second row: Whitey, Ronald Shaw, George Slocum and Shorty. Front row: Eddie Perez, John Hudak, Bosun John Troost and Red Hancock. The Williams Victory is now on her way to Liverpool.



This space is devoted each week to the Seafarers' problems. If you have what you consider a legitimate beef against the Union, the company or any combination of circumstances, let us hear about it. We'll try to get the lowdown, and answer it here. Beefs must bear members' names and book numbers.

CITIZENSHIP PAPERS FOR SEAMAN BRINGS UP QUESTION OF THE WEEK

It seems hardly fair to me that one man of foreign birth can put in three or four months in the Army and take out citizenship papers, while another of foreign birth who has sailed on American flag ships for four years cannot.

In many cases the seamen have faced real danger at sea—much more than have the men in uniform who were assigned to yard bird duty in the U. S. for the duration of their service. Where is the equity of such a situation.

I have reference to a particular seaman who has sailed for four years, and who cannot apply for citizenship papers on the basis of his service. In Danzig he was told he could not stay there because he was Polish.

William O'Connor

Answer: At present there is nothing that can be done about this man's case.

However, there is a possibility there may be something done about such cases eventually. The House Committee on Immigration has under study a bill (S. 659), introduced by Senator Radcliffe, amending the nationality laws of the U. S. The bill provides that any person not a citizen, regardless of age, who has served three years on U. S.-owned vessels engaged in foreign commerce between September 1, 1939, and the end of the war, may apply for citizenship without the usual residence in the U. S. and without the usual literacy and language tests.

Thus far, however, this is merely proposed legislation, and may never get out of committee, much less pass the House and Senate. The Seafarers and other maritime unions are pushing it.

CUT and RUN

(Continued from Page 11)

We wonder if Warren Brown, who is sailing as Second Engineer is here in New York... If Brother Popeye is still on the William Patterson, then Brother Mussolini is also on some wagon, too. We haven't seen either one of them for a few weeks.

~ ~ ~ ~

George Brown must have shipped out of Baltimore. His shipmates up here were thinking he would be around again.

Before we know it, we'll probably be seeing Michael "Heavy" Gison, Salvatore Prestigiacomo, Norman Guillet (Frenchy was his nickname), John Balnes or even Curly Joe Mahon, coming into New York all at once. If the Delaires is in too, they'll all climb aboard for another trip like the one in '43. We wouldn't be surprised if Bosun Bera Smyley is down in Mobile right now.

ANOTHER SIDE OF THE STORY ON SCHOHARIE

(Editor's Note: This letter was received from the Savannah Hall, evidently turned over to it by South Atlantic. It is self-explanatory, and we print it to give the other side.)

Mr. S. V. Berry
Marine Superintendent
South Atlantic SS Line.

Dear Sir:

We, the Second & Third Assistant Engineers of the SS Schoharie, would like to mention a few facts in regard to the letter published in the March 15 edition of the Log, entitled "all's not well with the boys on the Schoharie."

It was very embarrassing for these boys to read that article because all of them, with the exception of Roy Turner, had already signed on for another trip. Everything is falling apart down below in the rustpot, so they say, and it should be condemned as a menace to seamen, yet these boys apparently forgot that when they signed on again.

Roy L. Turner who was the chief editor of that letter did not stay on because the chief fired him. This individual was drunk most of the time in port, and he missed a watch at sea for this reason. When he came aboard this ship we had to show him how to swab a recip-pump. He was so drunk in Philadelphia, that he threw his gear over the side.

Brown and Hanna, who are still aboard ship at this writing, claim that they signed said letter without reading it, as they were told by Turner that the letter was only a complaint against one of the engineer's. Neither Brown nor Mr. Hanna ever had overtime disputes with the Chief, and they also believe this ship seaworthy enough to stay on it.

Two days after paying this crew off, we got men like Jose Rosa, Oiler G-68; Charles Schuck, Oiler, G-343; and J. P. Ryan, G-79, Watertender; C. R. Williams, 3026. The SS Schoharie could not be such a menace to seamen, when men like these, who are really seamen, and know their ships, are willing to ship out on her.

Respectfully yours,

A Hamann, Master; Gilbert R. Martin, Second Asst. Engineer; Walter J. Hemsley, Third Asst. Engineer.

HERE'S MORE ON DRINKING BY SEAMEN

Dear Editor:

Recently you printed a letter from my brother, Joe Grimes. He said he did not believe in Alcoholics Anonymous, and that he did not think it could work.

He is probably right; it would not work with him. But it would be successful if tried by a man who really wanted to give up drinking. AA is effective with people who realize that too much drinking will not do them any good, and on the other hand it might do them a lot of harm.

I wish my brother would try to stop drinking. His stubbornness stops him from taking a step which might help him a great deal. If a man tries something and it doesn't do him any good, then nothing more can be said. But he doesn't even want to give it a try.

Harry Grimes

Industrialists' Hachetmen Strike At Trade Unionism With New, Hidden Weapon

The gains which labor has made during its long and valiant struggle against overwhelming odds is once more being attacked by the sworn foes of organized labor.

A paid advertisement in the New York Herald-Tribune of May 13 fired the opening gun in a new battle between organized labor on one side, and the entrenched industrialists on the other.

This advertisement gives notice of the formation of the Tool Owners Union (TOU), which has the announced intention of securing bargaining rights for investors on the same terms with the right enjoyed by labor.

The TOU is making a direct appeal to the millions of white collar workers, the small business men, the professional people, and above all, to those who live on small incomes from invested capital.

They are even attempting to enroll people who have small savings accounts, the possessors of war bonds, and the women and children who receive income from life insurance, in an attempt to turn them against the workingman.

PHONY PRINCIPLES

From the statement of principles we can also gather the general philosophy of the TOU. The organization maintains that capital is the most important tool of production and the foundation of America's economy, that without these tools, workers would scarcely be able to produce enough on which to exist.

This argument refutes the basic economic principle that capital is the fruit of labor, and that labor is the most important in the combination. Without labor, capital could not exist, but the disintegration of the capitalist class would be a boon, not a blow, to labor.

The TOU emphasizes the right of the investor to be protected, even at the expense of the productive worker. The money to buy the tools with which the laborer works, comes "from the savings of some 50 million thrifty Americans. These thrifty people, these tool owners, accumulate savings from what are called business profits. The right name for profits is payments for the use of tools."

This type of reasoning only helps to obscure the real issue. Income from invested capital is money earned by money, and not by actual work. There is no reason under the sun why the return on investments should remain high, while workers receive barely enough to live on in these days of rising costs.

RIOT CALL

The advertisement sounds a clear call for a return to the days of vigilantes, strike breaking goons, and other union busting activity. It asks for immediate action of 50 million tool owners to "Set themselves and other true blooded American workers free from stoppage and destruction of their present tools; free from violence and coercion and trespass and intimidation. No man is going to risk his life and savings trying

to produce when violence runs riot."

The lessons learned in the too recent days of bloody battles between workers and scabs have been conveniently forgotten by the organizers of the Tool Owners Union.

Half truths and lies are liberally sprinkled throughout the advertisement. Here are a few examples:

"The fundamental human right of bargaining belongs to the tool owners (who provide the mechanical energy of production) quite as much as it belongs to the tool users (who provide the human energy of production)."

"The action (outlined in the principles) is in the primary interest of the nation, of the people in general, and of the workers in particular."

BAREFACED LIES

Such statements should not be allowed to go unchallenged. Nowhere in the stated principles is there anything that will benefit the nation, the people, or workers. It is a program designed to further the ambitions and power of the economic royalists.

The program calls for an immediate reduction in taxes on industry, and gives warning that industry will not produce unless taxes are reduced, and unless industry is guaranteed a large, fixed, rate of profit. **Such strikes by industry are not condemned in the advertisement.**

The signer of the advertisement, who is probably acting as a front for the real organizers of the movement, is Allen W. Rucker. Rucker has no enemies, and many friends, among those who would like to make slaves of the worker.

He is the author of a book, "Labor's Road to Plenty — The Road to the American System of Productivity." This work, of doubtful merit, is viciously anti-labor and anti-union.

As further proof that Mr. Rucker is working against the best interests of the American people as a whole, it is interesting to note that the Bulletin of the National Economic Council, headed by pro-fascist Merwin K. Hart, praises Rucker highly in the issue dated May 1, 1946. Praise from Mr. Hart is usually well deserved. People-friendly to labor, or people favoring democracy over totalitarianism, are never praised in the pages of the NEC Bulletin.

DANGEROUS PROGRAM

The program and principles of the TOU are definitely dangerous. It will appeal to the great mass of unorganized, basically anti-union, middle class workers. This group, unless warned, may allow itself to be made use of; to do the dirty work for the bosses who are trying to enslave the workers and eventually the middle class.

The time to take action against this menace is right now. We must be on the alert to combat this move, and any like move, wherever it may exist or arise. Organized labor has fought too hard to allow its gains to be taken away by profit-hungry capitalists. Labor is more important than capital. It was always so, and it will always remain so.



NEW ORLEANS

Crew SS Talisman, \$24.00; Crew SS Lucy B. Stone, \$15.00. Total—\$39.00.

BOSTON

INDIVIDUAL DONATIONS

I. O'Brien, \$1.00; W. Wamock, \$1.00; M. Lind, \$1.00; A. McLucas, \$1.00; R. Jaeselyn, \$1.00; N. Retrivato, \$1.00; I. Gesmundo, \$1.00; Q. Chairson, \$1.00; Q. Jakubaszek, \$1.00; Q. Contrino, \$1.00; W. Otto, \$1.00; J. Levy, \$1.00; A. A. Farcier, \$1.00; Ed. O'Connell, \$1.00; G. Gorget, \$1.00; T. Pellstier, \$1.00; N. Funken, \$1.00; H. Smith, \$1.00; J. McDonald, \$1.00; V. Celleni, \$1.00. Total—\$20.00.

SS F. T. FRELINGUYSEN

J. Higgins, \$2.00; D. Shaw, Jr., \$1.00; Ernest Belkner, \$1.00. Total—\$3.00.

HOUSTON

C. Johnson, \$1.00; Billy Cheshire, \$1.00; R. S. Ducette, \$1.00; R. W. Carrollton, \$1.00; E. Berthelet, \$1.00; E. E. Gomes, \$1.00; C. F. Kelleher, \$1.00; D. B. Teomengas, \$2.00; Deck Dept. Rockland Victory, \$10.50; J. R. Ransom, \$1.00; M. E. Gunn, \$3.00; D. Gillette, \$1.00; G. D. Barns, \$2.00; L. J. Daigle, \$4.00; J. H. Morris, \$5.00; W. L. Turner, \$2.00; T. L. Lazenby, \$1.00; R. L. Barber, \$2.00; A. C. Huebinger, \$3.00; F. J. Van Looy, \$1.00; A. Stowe, \$2.00; Engine Dept. Rockland Victory, \$10.00; V. Gaccione, \$1.00; E. V. Larsen, \$1.00; W. H. Venable, \$1.00; W. H. Knight, \$1.00; A. V. Moos, Jr., \$1.00; W. J. Pere, \$1.00; R. Bleinier, \$2.00; W. J. Reagan, \$1.00; A. H. Snyder, \$1.00; A. Lopez, \$2.00; H. D. Terrill, \$2.00; Norwalk Victory Deck Dept., \$13.00; R. Stump, \$1.00; A. J. Mutschler, \$1.00; O. McLean, \$1.00; G. D. Harper, \$1.00; G. A. Stanberry, \$1.00; R. V. Felger, \$1.00; J. M. Pysenyel, \$1.00; H. J. McDonald, \$1.00; J. E. Martel, \$1.00; E. Webb, \$1.00; C. F. Garnett, \$1.00; P. D. Artall, \$1.00; B. Kennedy, \$1.00; G. E. Findley, \$1.00; A. A. Woodward, \$2.00; R. P. Flynn, \$1.00; R. McKay, \$2.00; N. H. Eldridge, \$2.00; A. E. Stewart, \$2.00; J. D. Dill, \$2.00; J. J. Havriluk, \$2.00; S. T. Roach, \$2.00; R. A. Evans, \$2.00; M. L. Snowden, \$2.00.

M. L. Lee, \$2.00; Z. Marciniewicz, \$2.00; F. W. Smerdel, \$2.00; J. H. Robinson, \$1.00; E. J. Bullock, \$1.00; H. H. Piercy, \$2.00; J. J. Thompson, \$1.00; P. J. Casey, \$2.00; Jan Bezmer, \$2.00; B. L. Breeden, \$1.00; L. Stroud, \$1.00; A. G. Milne, \$2.00.

Jame H. Lusk, \$1.00; G. C. Billups, \$1.00; J. R. Clark, \$2.00; R. Odin, \$1.00; A. E. Black, \$1.00; R. C. Hutton, \$1.00; Finnie Davis, \$1.00; E. F. Pinkston, \$1.00; P. J. Coletti, \$1.00; G. L. Orr, \$1.00; SS Stony Creek, Deck Dept., \$5.85; D. A. Greek, \$1.00; H. K. Hall, \$1.00; B. B. Allen, \$2.00; L. Grant, \$1.00; C. C. Kennedy, \$2.00; C. M. Stuart, \$2.00; W. W. Boatwright, \$2.00; C. J. Martin, \$2.00; H. Perrillan, \$3.00; Gunder Petersen, \$2.00; J. E. Deal, \$1.00; T. R. Fraley, \$1.00; K. Stebbins, \$1.00; R. D. Kelley, \$5.00; A. F. Cooper, \$2.00; L. Thompson, \$1.00; Van Knight, \$1.00; M. Jewski, \$3.00; L. B. Kasberg, \$1.00; B. Beown, \$1.00.

C. M. Myers, \$2.00; R. D. Hawkins, \$2.00; V. J. Patterson, \$1.00; K. R. Livingston, \$1.00; A. W. Graham, \$1.00; John Felisky, \$2.00; K. Fontenot, \$1.00; A. L. East, \$1.00; L. Goodboud, \$1.00; F. C. Campsen, \$1.00; D. J. Baker, \$1.00; D. A. Moore, \$1.00; H. V. Burkett, \$1.00; J. Allen, \$1.00. Total—\$206.35.

SS N. D. COCHRAN

Stewards Dept., \$8.00; Deck Dept., \$12.00; Engine Dept., \$10.00; W. D. Jones, \$1.00. Total—\$31.00.

SS JOHN WARD

Captain Ignatz, \$10.00; Deck Dept., \$36.00; Engine Dept., \$5.00; Stewards Dept., \$13.50; A. D. Thompson, \$2.00; J. M. Fella, \$2.00; F. W. Ricker, \$2.00; Ellie Royal, \$2.00; W. Beyersdorff, \$2.00; P. U. Voorhis, \$2.00; N. Zeverine, \$2.00; A. Tramer, \$1.00; E. T. Green, \$2.00; J. B. Triplett, \$2.00; J. H. Moore, \$2.00; J. D. Hunter, \$2.00; V. R. Smith, \$2.00; E. E. Fuss, \$1.00; A. L. Johnson, \$2.00; Max Harper, \$3.00; C. S. Busby, \$2.00; J. B. Gejeurra, \$2.00. Total—\$99.50.

SS LOOP KNOT

Deck, \$11.00; Stewards, \$11.00; Engine, \$8.00; B. J. Young, \$2.00; R. Holland, \$1.00; C. A. Choice, \$4.00; R. C. Johnson, \$4.00; J. F. Eisenheis, \$2.00; W. Light, \$2.00. Total—\$45.00.

SS WHITE OAKS

All three departments, \$61.00; R. L. Drummond, \$2.00; D. Myers, \$1.00; J. Carson, \$2.00; D. Korsekwa, \$1.00; E. E. Williams, \$2.00; K. L. Cantrell, \$1.00; J. Haggerty, \$2.00; T. Kinard, \$1.00; S. S. Rodriguez, \$2.00; O. C. Harris, \$2.00; C. W. Lain, \$1.00; P. A. Short, \$2.00; E. Vige, \$2.00; J. S. Capps, \$2.00; R. C. Lumpkin, \$2.00; T. W. David, \$1.00; George S. Williams, \$1.00; H. H. Russell, \$2.00.

J. W. Mullhollus, \$2.00; J. A. Sealy, \$1.00; W. E. Leverett, \$1.00; F. W. Lawes, \$1.00; G. H. Lauter, \$2.00; R. L. Vest, \$2.00; A. C. Skull, \$5.00; C. J. Meyers, \$2.00; E. W. Veach, \$3.00; F. G. Ryno, \$2.00; W. H. Knight, \$1.00; K. J. Montena, \$1.00; A. V. Moos, Jr., \$1.00; L. B. Sasser, \$2.00; R. C. Beck, \$1.00; B. F. Vaner, \$2.00; Van Knight, \$1.00; H. L. Thompson, \$1.00; R. Nahib, \$1.00; V. Slaffer, \$1.00; J. B. Irving, \$2.00; W. Henderson, \$2.00; K. Nixon, \$2.00; C. E. Crawford, \$2.00; Walter Gambill, \$2.00; K. A. Pugh, \$2.00; W. C. Nugent, \$1.00; Sam L. Rasco, \$1.00. Total—\$138.00.

NORFOLK

INDIVIDUAL DONATIONS

B. V. Kingree, \$2.00; L. A. Endenfield, \$2.00; A. Kaste, \$2.00; J. Ronk, \$2.00; J. C. Bordwell, \$2.00; J. Kausan, \$2.00; S. Louis, \$2.00; L. R. Milton, \$2.00; H. Willoughby, \$5.40; J. Edwardowski, \$2.00; J. Neuland, \$2.00; C. L. Jones, \$2.00; W. Hicks, \$2.00; R. B. Williams, Jr., \$2.00; C. Sgugars, \$2.00; K. R. Boyd, \$2.00; R. H. Trolinger, \$2.00.

J. L. Eastern, \$2.00; E. Opleger, \$2.00; M. D. Faircloth, \$2.00; D. E. Dupree, \$2.00; C. M. Day, \$2.00; C. E. Cantey, \$2.00; R. M. Thomas, \$2.00; J. R. Murphy, \$2.00; D. W. Becker, \$2.00; V. D. Sanders, \$2.00; L. Vlochos, \$2.00; B. N. Dugger, \$2.00; L. Mussolin, \$2.00; D. A. Cochran, \$2.00; M. Schrachy, \$2.00; B. H. Levine, \$4.00; R. J. Driscoll, \$3.00; C. D. Goney, \$3.00; Book No. A4320, \$3.00; E. H. Strane, \$2.00.

R. W. Barus, \$2.00; J. J. Crittendon, \$15.75; C. J. DeBay, \$1.00; R. Hecker, \$2.00; G. Comp, \$2.00; A. Honders, \$2.00; J. L. White, \$2.00; F. Nowak, \$2.00; C. A. Lufkin, \$2.00; E. M. Mabile, \$2.00; J. Gireux, \$2.00; A. M. Alsobrook, \$2.00; G. E. Walton, \$2.00; K. A. S. Kotland, \$2.00; Anonymous, \$2.00; H. W. Ryan, \$2.00; E. J. Whelan, \$2.00; W. Hawkins, \$2.00. Total—\$131.15.

PHILADELPHIA

INDIVIDUAL DONATIONS

Kenny Bratcher, \$2.00; Rip Briant, \$2.00; Chas. Stevens, \$2.00; L. Dickenson, \$2.00; Otto Pederson, \$2.00; H. D. Buckolew, \$2.00; J. E. Silkowski, \$2.00; Joe Hunt, \$2.00; Kyle Hilton, \$2.00; Ray Bates, \$2.00; E. A. Bishop, \$2.00; Herschel Davis, \$2.00; R. Dominique, \$2.00; E. Warsaw Jr., \$2.00; J. Connon, \$2.00; W. Nihem, \$2.00; Earl Warner, \$2.00; R. Greenwald, \$2.00; Chas. Lansdale, \$2.00; Thelbert Goins, \$2.00; H. Hutchinson, \$2.00; Clarence Roberts, \$2.00; Ted Beeler, \$2.00; John Ward, \$2.00; Leon Mathes, \$2.00; Ship's Fund, \$2.75. Total—\$52.75.

Receipt No. 50719, \$3.00; A. Dudde, \$1.00; B. J. H. Wein, \$1.00; F. Forte, \$2.00; E. Podgurski, \$15.00; W. Long, \$3.00; D. Connors, \$1.00; J. Duzewski, \$8.00; A. Lucas, \$1.00; G. Peterson, \$2.00; F. Smith, \$2.00; W. Lynde, \$1.00; Anderson, \$2.00; H. Zeppenfeldt, \$1.00; K. Poley, \$2.00; A. Bean, \$5.00; H. Lyon, \$3.00; T. Fales, \$3.00; J. Augustino, \$4.00; D. Hudson, \$1.00; D. Harvey, \$1.00; J. Whicker, \$2.00; J. Longo, \$2.00; P. Williams, \$2.00; E. Ohlen, \$2.00; E. Foley, \$2.00; A. Brakos, \$10.00; R. Lane, \$2.00; R. Abel, \$2.00; C. Lawson, \$2.00; R. Hicks, \$2.00; L. Fales, \$2.00; E. Williams, \$2.00; Crew of SS White Sand, \$14.00; K. Oliver, \$15.00; J. Rockhill, \$5.00. Total—\$129.00.

NEW YORK

INDIVIDUAL DONATIONS

Harold Bronk, \$2.00; Wayne Pennock, \$2.00; E. Puntillo, \$1.00; R. Ives, \$5.00; R. Myers, \$4.00; C. Beglar, \$5.00; J. Bergstrom, \$5.00; W. Stark, \$1.00; D. Horan, \$1.00; E. Eriksen, \$1.00; Joseph J. Connors, \$2.00; J. L. Valdez, \$1.00; J. Larrigan, \$2.00; F. W. Ott, \$3.00; H. G. Zvorak, \$1.00; B. Gutherie, \$2.00; Robert Philips, \$2.00. Total—\$48.00.

L. Lopez, \$1.00; S. D. Padock, \$2.00; E. T. O'Neill, \$2.00; T. N. Girtan, \$1.00; S. A. Bjorussan, \$2.00; E. P. Kinsey, \$2.00; M. McDonagh, \$2.00; R. J. Gilbert, \$2.00; M. J. Lemanski, \$2.00; G. Santalucici, \$2.00; A. Molur, \$2.00. Total—\$20.00.

SS B. RODMAN

A. Sacher, \$2.00; H. E. Rice, \$2.00; V. M. De Tomasso, \$2.00; V. E. Fulford, \$2.00; E. A. Gomaz, \$2.00; Gilbert J. Truax, \$2.00; J. H. Calhoun, \$1.00; Robert M. Zimmerman, \$1.00; Charles Kull, \$1.00; Frank Johnson, \$1.00; Receipt No. A67744, \$1.00; Receipt No. A67745, \$1.00; G. D. Petrullo, \$1.00; E. E. Stockman, \$3.00; W. S. Glahn, \$3.00; R. M. Thompson, \$1.00. Total—\$26.00.

SS RABAULT

J. Moore, \$2.00; R. C. Street, \$1.00; M. D. Grosso, \$2.00; M. C. Keny, Jr., \$2.00; J. Tucci, \$2.00; J. Bell, \$2.00; L. Dower, \$5.00; N. F. Nielsen, \$1.00; W. Street, \$1.00; P. Costello, \$3.00; C. G. Haley, \$3.00; C. Caccamo, \$2.00; A. C. Querns, \$2.00; J. Gulletti, \$2.00; T. J. Fitzgerald, \$3.00. Total—\$33.00.

SS FRANCIS J. O'GARA

James Stephenson, \$2.00; Joseph P. Pettus, \$2.00; Joseph Thomassen, \$2.00; W. H. Gove, \$5.00; G. C. Collins, \$5.00; A. J. Ashley, \$5.00; R. A. See, \$3.00; Zoe E. Coats, \$5.00; J. L. Griffin, \$2.00; Eric Aldean, \$3.00; Donald L. Thigpen, \$5.00; John Byerly, \$3.00. Total—\$42.00.

SS BELMONT

A. W. Job, \$2.00; B. M. Mixon, \$4.00; W. R. Lee, \$4.00; C. M. Chester, \$2.00; G. T. Bryan, \$2.00; W. L. Derry, \$2.00; L. A. Sharpe, \$2.00; J. N. Thomas, \$3.00; R. L. Crawford, \$2.00; R. D. Beasley, \$4.00; A. Gay, \$2.00; E. E. Stewart, \$2.00. Total—\$31.00.

SS B. COSTA

D. Moore, \$2.00; J. Hamilton, \$2.00; C. A. Kent, \$1.00; J. L. McKinney, \$1.00; O. D. Reed, \$1.00; M. B. Davis, \$1.00; J. Duha, \$1.00; T. A. Hurdle, \$2.00. Total—\$11.00.

SS TAYLOR

L. G. Springer, \$1.00; M. R. Fortes, \$1.00; S. Stenkowski, \$1.00; S. G. Kuros, \$1.00; J. Canul, \$1.00; A. R. Fry, \$1.00; G. Harden, \$1.00; G. F. Owens, \$1.00; W. G. Bryant, \$1.00; G. J. Kries, \$1.00; H. Swanson, \$1.00; E. F. Leasgang, \$1.00; R. A. Sipey, \$1.00; G. Fellman, \$1.00; D. L. Trickle, \$1.00; B. Woznicki, \$1.00; T. Aune, \$1.00; Fred Sokolowski, \$3.00; P. H. Nelson, \$1.00; M. Gross, Jr., \$5.00; Dan Davis, \$2.00; Harry E. Smith, \$1.00; D. Guerrero, \$2.00; Robert Waggy, \$5.00; H. Rowalski, \$2.00; H. Munker, \$5.00; Jack Winley, \$5.00; James Saxon, \$5.00; E. F. Gerald, \$2.00. Total—\$55.00.

SS EDWARD JANEWAY

F. J. Teller, \$2.00; Otis C. Spicer, \$2.00; Wesley O. Strahle, \$2.00; George R. Landis, \$3.00; G. F. Hazen, \$2.00; G. S. O'Neill, \$3.00; Edwin L. Gentiler, \$3.00; Robertson Littleton, \$2.00; Thomas F. Waller, \$2.00; John E. Moore, \$2.00; Peter Zogiegaglo, \$2.00; J. L. Zring, \$3.00; E. R. Brown, \$3.00; J. L. Sumptions, \$3.00; G. J. Anderson, \$3.00; D. L. Hutchens, \$3.00; SS E. J. Janeway, \$17.00. Total—\$57.00.

SS BELL RINGER

D. Lopez, \$2.00; E. Dore, \$1.00; M. E. Diaz, \$1.00; R. Torres, \$1.00; R. E. Clark, \$2.00; M. V. Ricko, \$1.00; J. Purdy, \$2.00; C. Murphy, \$2.00; F. C. Rocafort, \$2.00; T. H. Burnly, \$1.00; L. B. Ledden, \$1.00. Total—\$16.00.

SS CARNELIA

Receipt No. B2415, \$1.00.

SS COASTAL STEVEDORE

S. Davis, \$1.00.



BULLETIN BOARD

—Unclaimed Wages—

Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

A	Abart, Daniel A.	\$16.27
	Abbernann, Albert	2.25
	Abear, Frank W.	3.96
	Abernathy, Geo.	2.25
	Abrams, Orville E.	3.67
	Acabeo, Emiliano	8.26
	Ackerman, James	2.75
	Adamczk, Walter J.	1.37
	Adams, Ernest	3.80
	Adams, Donald R.	.99
	Adams, J. B.	.93
	Adams, James H.	2.18
	Adamson, James	.89
	Addison, Earl C.	1.37
	Adisond, Grady W.	28.11
	Addison, Walter O.	2.36
	Adorno, A.	5.05
	Agol, Bertram	1.42
	Ague, Robert M. Jr.	.45
	Ahern, James V.	4.13
	Ahlstrom, Ellis	.93
	Aipoll, L.	.74
	Aitono, Carmine	4.50
	Akin, Roy J.	14.56
	Akins, Garratto	20.92
	Akusi, Peter	.74
	Alarich, Wm.	98.54
	Albritton, Richard M.	5.70
	Alderson, Elmer S.	13.53
	Alfred, Clarence J.	774.96
	Aldrich, K.	2.25
	Alexander, D. W.	8.53
	Alexander, L. C.	4.50
	Alexander, P.	2.25
	Alexander, R. L.	23.00
	Alfano, Biaggio	.71
	Alfano, Salvatore	.90
	Alfary, Lloyd T.	2.84
	Alfred, L. S.	3.75
	Alger, Wm.	.45
	Allici, Lawrence H.	2.41
	Allen, A. T.	2.67
	Allen, Clyde R.	9.87
	Allen, David	49.13
	Allar, R.	2.25
	Allen, G.	.01
	Allen, Russel E.	6.93
	Allen, Ulric C.	11.85
	Allie, Abram	11.85
	Allison, Blair	7.49
	Aloi, Samuel H.	.45
	Alongia, Sam	1.72
	Alonso, F. Sovero	33.59
	Alston, Robert	1.58
	Alt, Kenneth C.	4.13
	Alvarado, Enrique	123.75
	Alves, Joseph	24.80
	Alviso, Ralph P.	2.25
	Amato, Michael	11.68
	Ambrose, Marion W.	1.34
	Amenta, Sabastian J.	9.97
	Ames, Joseph O.	1.98
	Ames, R.	.79
	Ammons, James C.	2.13
	Ammons, P. E.	47.00
	Amon, Eugene	6.82
	Amos, Floyd R.	1.48
	Amos, John S. Jr.	76.84
	Amrozowicz, E. J.	9.50
	Amundson, C. Jelmar	2.41
	Anagnostov, A.	2.84
	Andelario, Amadeo	12.48
	Andelim, L.	26.60
	Anderson, Arthur	2.89
	Anderson, Arthur H.	3.98
	Anderson, Eugene B.	1.42
	Anderson, Ernest C.	1.99
	Andehson, Frank W.	56.72
	Anderson, Fred	1.78
	Anderson, George	3.30
	Anderson, Henry A.	3.56
	Anderson, J.	.04
	Anderson, J. H.	14.00
	Anderson, J. K.	14.00
	Anderson, L. H.	32.00
	Anderson, L. J.	7.76
	Anderson, Niels D.	2.96
	Anderson, Norman D.	20.28
	Anderson, Robert G.	15.62
	Anderson, Thomas J.	2.54

Anderson, V.	10.74	Ashwell, Warren	7.58
Anderson, Vincent	.53	Asmussen, Edw. R.	2.82
Anderson, Warren R.	2.82	Asplund, Raymond Oliver	9.95
Anderton, Russell L.	5.10	Atha, Robert L.	.45
Andexler, Edward D.	12.23	Atwood, Robert T.	2.87
Andrade, Edmund	1.37	Aubert, Golden A.	3.96
Andreassen, Vagn M.	1.61	Auciello, Danta A.	1.37
Andrews, Edgar C.	44.72	Audet, L.	2.25
Andrews C.	21.13	Augulevicious, Frank I.	3.76
Andrews, N. R.	28.00	Augustin, H. T.	.33
Andrews, Theo. G.	.59	Auslitz, John	4.27
Andrus, T. W.	46.00	Austin, Weldon E.	43.14
Andry, Robert J.	.24	Avleis, Frank J.	11.86
Angotti, G. J.	46.00	Avelleno, P. G.	36.00
Angell, Mrs. A. F.	12.50	Avera, Chas. L.	3.79
Annis, Albert A.	3.63	Avera, Edwin M.	1.34
Anoyo, M.	6.00	Avera, Philip J.	6.13
Antezak, Anthony B.	5.26	Avery, A.	7.52
Anzer, Lawrence J.	5.51	Avery, N. D.	14.00
Anthony, Joseph S.	92.16	Avogostan, A.	33.95
Apouin, John	2.25	Axe, P.	9.00
Abadie, Joseph	.82	Axelson, John A.	2.23
Arbogast, Vernon Edw.	4.82	Ayres, Robert E.	.42
Arceneaux, R.	2.80		
Archer, Victor Sealy	2.23	B	
Ardone, M.	1.98	Babby, Andrew	5.20
Arenson, Lawrence J.	21.34	Baga, J. P.	2.25
Aigiz, Cosmo	.40	Babil, Albert	16.45
Arguinzi, Thomas	2.71	Bacich, Anton	8.26
Arma, Pio	9.24	Bacon, John H.	2.12
Arman, A.	2.06	Bacon, John W.	2.25
Armesto, Ricardo	1.34	Bacon, L.	.60
Armiger, N.	6.33	Backus, Leon	19.28
Armod, M.	4.90	Bacon, John A.	4.78
Arms, James R.	20.93	Badera, George	1.37
Armstrong, Ralph	7.82	Badger, Joseph E.	2.23
Armstrong, Roy P.	.89	Baggis, A. D.	3.00
Arnad, E.	10.80	Bagley, Albert	4.50
Arnau, Wm. C.	2.23	Bahrend, Kenneth O.	6.15
Arnio, E. A.	.01	Bailey, Chas. W.	4.01
Arnold, Eugene V.	19.22	Bailey, Delmar A.	18.18
Arnold, Frank Alfred	69.78	Bailey, Edward E.	1.98
Aronson, Leon	6.08	Bailey, Otis Cecil, Jr.	11.14
Arras, Adrian O.	2.75	Bailey, Raymond L.	1.37
Arras, Wm. W.	2.06	Baird, Arthur J.	268.30
Arroyo, M.	6.84	Baizman, Abraham	2.75
Arthur, John J.	1.42	Bak, Joseph E.	5.51
Arvant, Arthur	3.00	Bakee, Myron, A.	15.14
Arzamendi, Joseph	.83	Baker, Clifford W.	2.25
Aschebrook, Ervin Jos.	2.09	Baker, Edward A.	1.93
Ash, Andrew	8.08	Baker, John	1.63
Ashley, Floyd L.	.79	Baker, John D.	5.46
Ashmussen, S. G.	3.95	Baker, Joe D.	2.08
Ashton, Howard E., Jr.	1.37	Baker, Lawrence B.	24.98
		Baker, Iehman	.33
		Baker, Norman	34.13
		Baker, Walter	.17
		Baker, William L.	10.05
		Baldauf, Harold B.	4.01
		Balduc, Wm.	6.75
		Baldwin, Thomas B.	4.75
		Baldwin, T.	4.75
		Ball, R. E.	14.00
		Ball, Smokey	35.11
		Ballreich, C.	2.25
		Balog, P. A.	.45
		Bande, Wm.	2.13
		Bane, G.	4.65
		Banks, Harold C.	8.27
		Banks, J.	4.80
		Banks, Jewel	22.57
		Banks, William	5.00
		Banks, Wm.	5.00
		Barbee, Richard	6.77
		Barbello, Peter	1.42
		Barber, Elmer D.	3.17
		Barbey, W.	6.75

NOTICE!

Anyone knowing anything about the death of Sylvester Watson, Chief Cook of the SS John Roebling communicate with New Orleans Hall at once. This Brother's widow has five kids and the company has not offered her a cent, claiming he died from sun stroke. The SIU has heard to the contrary, and would appreciate some more information.

Will the holders of the following receipt numbers please make themselves known to the counter patrolman so that their records can be cleared.

Receipt Nos.: A67744, A67745, B2353, B2415.

SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	7137 Navigation Blvd. Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Money Due

SS JOSHUA SLOCUM (Voyage No. 4)

F. Biddle, 48 1/2 hrs.; M. Miller, 11 hrs.; A. Stevenson, 37 1/2 hrs. These men can collect at Smith and Johnson Steamship Co., 60 Beaver St., New York, N. Y.

SS I. S. COBB

Following men have money due:

R. Bacon, J. Austin, Bannett, R. Morley, C. Sullivan, A. Lowers.

SS THOMAS J. LYONS

Overtime can be collected at Smith & Johnson for following:

A. Fredriken, E. Vaher, V. Suhling, R. Erickson, T. Kiiski, F. Wright, H. Standifer, A. Kasdak, H. E. Smith, F. Serrahn, E. O'Brien.

J. Hals, C. McClure, K. Knutson, J. Hannon, E. Schenkman, R. E. Hollinger, S. Edwards, Carl Norton, T. C. Short, J. Renka, A. Givins, R. Plazk, J. McDonough, J. D. Burleigh, W. P. Shea, A. DiGiovanni, F. J. Smith.

SS C. ASHLEY

The following men have money due them:

E. Hanover, 15 hrs.; J. Burry, 4 hrs.; J. Torres, 8 hrs.; E. Ingram, 13 hrs.; E. Finkenbinder, 3 hrs.; A. Newcomb, 7 hrs.; J. Seaman, 13 hrs.; J. Perrgon, 27 1/2 hrs.

This can be collected in the Bull Line office, 115 Broad St., New York, N. Y.

PERSONALS

F. G. TOWNSEND

Wiper, of Liverpool, N. Y. Please contact your home immediately. Your daughter is ill.

KENNETH W. WOLFE

A check for \$57.50 is being held in Sec.-Treas. office, at 51 Beaver St. for you to pick up.

JOHN F. SELLMAN

The Seamen's Church Institute, 25 South St., N. Y. C. is holding an important message for you in reference to the passing of your father.

ROY PARKER

Get in touch with B. B. Sterling concerning case of Peter Dymyd.

JOHN HARRIS

Contact your wife or the Baltimore Agent at once.

United States Of America
National Labor Relations Board
OFFICIAL SECRET BALLOT

FOR EMPLOYEES OF
ISTHMIAN STEAMSHIP COMPANY

This ballot is to determine the collective bargaining representative, if any, for the unit in which you are employed.
If you spoil this ballot, return it to the Board Agent for a new one.

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

National Maritime
Union of America



Neither



Seafarers'
International Union
of North America
A F of L



**I am voting
for myself!***



*** Because -**

When I vote for the SIU I vote for:
The best wage and overtime provisions • the
best shipboard conditions • the best union
representation • the best over-all contracts •
rank-and-file control • the solidarity and
brotherhood of 62,000 SIU and 7,000,000
AFL members

- for myself!

The Seafarers International Union of N.A. A.F.L.