

Hawk Is Elected by Overwhelming Vote

COLLINS IN; BOOST IN HOSPITAL BENEFITS CARRIED

In an election which pulled the highest vote of any ever conducted by the Atlantic and Gulf District of the SIU, Brother John Hawk was elected to the post of Secretary-Treasurer by an overwhelming majority. Brother John Hawk swept into office with 1149 votes, approximately double the number of combined votes of all his opponents.

Brother Paul Gonsorchik ran second in the race for Secretary-Treasurer with 368 votes. Brother Sydney Gretcher pulled up third with 245 votes.

With the exception of the unopposed candidates, no one received the majority run up by Hawk. It can be interpreted only as a complete vote of confidence in his stewardship of the Union during the past year. Hawk led the historic Bonus Beef and represented the Union in Washington at the many conferences held on maritime problems

Complete returns and the General Tallying Committee's Report appear on p. 4.

throughout the year. He was instrumental in beating down the Stalinist-NMU plans for scuttling seamen's rights when the new Maritime War Emergency Board was created this winter. It was Hawk's insistence, along with Brother Lundeberg, Weisberger and Biggs, that the Union hiring halls and collective bargaining contracts remain unimpaired. Under Hawk's leadership the SIU has weathered some stormy weather during 1941. The membership obviously reasoned that it would be wise to have an experienced skipper for the Union during the coming year.

Brother Harry Collins was the victor in the race for Atlantic District Representative. He received 912 votes as against 714 votes for Brother Carl M. Rogers. Collins will now move to New York from Philadelphia, where he has been Branch Agent since the inception of the union and will aid Brother Hawk in conducting the affairs of the Atlantic District for the coming year.

The post of Gulf Representative was not filled as no candidates had accepted nomination for that office. Brother M. D. Biggs received the greatest number of write-in votes for the office, polling 330 votes. The office will now be filled by Branch vote in accordance with the Savannah Agents' Conference resolution.

The other offices that must be filled by subsequent Branch vote are New York Engine Patrolman, Jacksonville Joint Agent, and Mobile Deck Patrolman.

Several offices were closely contested and the outcome remained in doubt until the final ballots had been tabulated. The race for New York Agent was extremely close with Brother Frank Williams winning over Brother Don Ronan by a vote of 705 to 676.

Brother Joseph Lapham nosed out Brother J. L. McHenry for Providence Agent by 671 to 658.

The Resolution to increase the hospital benefits from \$1 to \$2 per week was voted overwhelmingly. 1587 votes in favor with only 165 votes opposed.

The total number of ballots cast in all branches reached a record SIU high of 2113.

Hospital Benefits Increased to \$2

RESOLUTION

WHEREAS, the cost of all necessities has greatly increased and the price of cigarettes and tobacco has nearly doubled, and

...WHEREAS, one dollar a week is hardly enough for a man in the hospital to buy smokes, stamps, a few eats now and then and other necessities a man has to have, and

WHEREAS, the hospital fund of the SIU of NA has greatly increased and is in a position to stand an added expense and our annual \$2.00 assessment is enough to cover the present and added expense of this fund, and

WHEREAS, \$7,500.00 is the approximate amount spent annually for deaths

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SEAFARERS LOG



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

VOL. III NEW YORK, N. Y., WEDNESDAY, FEBRUARY 25, 1942

No. 7

SEAFARERS DEMAND BONUS INCREASE FOR WEST INDIES WATERS

The Seafarers International Union, through Secretary-Treasurer John Hawk, has requested of the Maritime War Emergency Board an immediate increase in the bonus paid seamen sailing the dangerous West Indies waters. The Union's request came on the heels of the latest burst of U-boat activity which resulted in the sinking of nine ships in the Atlantic approaches to the Panama Canal during the single week of February 10 to 17.

The U-boat raids concentrated on the oil refineries at Aruba and on the tankers serving that port. The Navy Department has not released a complete casualty list, but indications are that over 75 seamen lost their lives.

Brother Hawk, on February 17, sent a telegram to Captain Edward Macauley, Chairman of the Board, and explained the Union's position and the reasons for the requests. Within four hours Macauley sent a reply telegram in which he said that the Board did not feel "justified" in paying seamen making the West Indies run an increased bonus. This was presented in face of the fact that nine ships and about 75 seamen had gone to the bottom of the ocean in one single week!

The Board's reluctance to pay the seamen an adequate bonus for this run can only be explained by its concern for the shipowners' pockets, now glutted by war contracts.

This is not the first time that the SIU has gone to bat on the question of West Indies bonus payments. The historic bonus beef of September 1941 was necessitated largely by the operators' refusal to even discuss a West Indies Bonus. It was only after America actually entered the war that Board granted any sort of a bonus—and then it was a meager one.

Censorship prevents the Log from revealing the present bonus rates for the West Indies—but it can be revealed that the Union is demanding that the scale be revised to meet the highest scale paid for any waters.

While Captain Macauley has flatly rejected the SIU demands, this does not mean that the matter will be dropped. The Seafarers will continue all-out efforts to obtain adequate compensation for all seamen in all waters.

The texts of the telegrams exchanged between Hawk and Macauley follow:

February 17, 1942

Maritime War Emergency Board
Captain Edward Macauley, Chairman
Department of Commerce Building
Washington, D. C.

Enemy submarines have attacked Aruba Island, destroyed U. S. tankers and killed American seamen. This has occurred in the Atlantic approaches, to the Panama Canal. This action makes the West Indies waters as dangerous as any

(Continued on Page Four)

SEC.-TREAS.



photo courtesy N. Y. Daily News

John Hawk

ATLANTIC REP.



Harry Collins

FLASH! Another SIU Ship Sunk by Sub

The entire SIU crew of the S.S. Del Plata, torpedoed in the Eastern Caribbean on the morning of Friday, Feb. 20, safely reached Puerto Rico after being picked up by a rescue ship.

The Del Plata was owned by the Mississippi Steamship Company and ran between Gulf ports and Buenos Aires.

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HARRY LUNDEBERG, Acting International President
110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS

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Labor Asks Congress to Adopt \$24 a Week to War Jobless Bill

Washington, D. C.—The American Federation of Labor called upon Congress to enact without delay the Government-sponsored bill to increase unemployment compensation for millions temporarily thrown out of work by priority orders and conversion of industry to war production.

President William Green urged all affiliated unions and the five million AFL members to wire their Senators and Congressmen to support this vitally necessary relief measure.

Mr. Green challenged statements by opponents of the measure that it is "unsound" or intended to bring about federalization of the social security system.

"We are facing a grim emergency," Mr. Green declared. "It is estimated that from two to four million American workers will lose their jobs in the next few months because of conditions forced by the war. These men and women are badly needed by America. We cannot afford to let them sit around idle and starving while industry belatedly gets ready for war production.

P. S. The seamen support this bill, of course, even though they continue to get the dirty end of the stick. They are not covered by provisions of this bill, nor have they ever received unemployment insurance which is given other workers.

MAIL BAG

May I extend, through you, my sincere thanks for all the good wishes I received from the Brothers during the time I was laid up in the Naval Hospital. I'm back on the job now and feeling OK.

One of the first ships I covered after returning to harness, was the Alcoa Pioneer. While on this ship I ran into what, in my opinion, was a nasty situation. The messboy on the Pioneer is only 15 years old and his father is over on the Bataan battlefield fighting like hell under Gen. MacArthur. Well, the phoney port steward wanted to fire this messboy. It would have done your heart good to see that crew rally around the kid. Not only our own SIU Brothers came to his defense, but the licensed men as well. The mates told the port steward that if he fired the messboy he'd could find new mates as well.

Needless to say, with such backing the kid stayed aboard the ship. He'd had his first lesson of what Unionism really is.

Fraternally,
Clarence Norman
N. Y. Joint Patrolman

A BAD PENNY SHOWS UP

No matter how the maritime agencies down in Washington may be juggled and reorganized, H. Harris (Banana) Robson always seems to come out on top. "Banana" Robson, reactionary labor baiting head of United Fruit Lines, was one of the notorious \$-per-year-men that descended upon Washington to feather their nests last year.

Robson is a two-idea man—first get all the gravy he can for United Fruit, even at the expense of the country's welfare, and second break the maritime unions.

The bad smell attached to \$-per-year-men finally drove Robson into temporary retirement from Washington. But today he pops up again—all bright and patriotic and ready to knife labor in the back.

Robson has been officially appointed as Director-General of Shipping in the War Shipping Administration. This means that "Banana" Robson is No. 2 man under the new maritime Czar—Admiral Land.

Union Leaders Are Exempted From Army Draft

Reasoning that "sound labor relations" require the presence of qualified trade union leaders, Brig. Gen. Lewis B. Hershey, director of Selective Service, has ruled that "key" union leaders will be exempted from service in the Army.

Organized labor has been asking such a ruling for a number of months. Some employers have, in the past, attempted to railroad militant union leaders into the Army as a union-busting tactic. Hershey's ruling, if carefully followed by the local Boards, will prevent such employer tactics.

The text (in part) of the ruling follows:

"Registrants who are key men in the maintenance of harmonious (labor) relations . . . may be given serious consideration for deferment."

Note the emphasis in the ruling upon "harmonious" labor relations.

Suppose labor relations between a Union and some employer become unharmonious—what then?

AFL SEEKS AUTOMATIC WAGE INCREASE TO MEET LIVING COSTS

The American Federation of Labor has come to grips with the problem of the sky-rocketing cost of living and its adverse effect upon the pockets of the workers. Following the lead of several large industrial unions, the AFL has called for a sliding scale of wages — the scale to be tied to the ups and downs of the living costs.

The AFL proposal would use the Labor Department's monthly living cost index as the peg for the wage scales.

The AFL drive was aimed at counter-acting the employer-government offensive against wage increases for the workers. Price administrator Leon Henderson opened this offensive last week when he said that "further wage increases would lead to inflation."

Henderson has carried his anti-labor campaign directly to the War Labor Board and has thereby given that Board a good out in turning down workers' petitions for wage increases.

The boggy of inflation has been used increasingly lately to combat labor's just demands. Actually, inflation will be brought about, if it comes, by the profit hungry employing class—not by the worker trying to get enough food and clothing for himself and his family. Wages are a negligible factor in the cost of finished products. The increasing cost of merchandise is due mainly to the increasing profits that the manufacturers are making.

TRADE UNION NEWS

IN BRIEF

The month old National War Labor Board has already received 65 labor disputes involving 779,530 men . . . TEXTILE WORKERS UNION won a maintenance of membership clause and a check-off in its new contract with Marshall Field Company . . . "Little Steel" has taken an uncompromising attitude toward the STEEL WORKERS ORGANIZING COMMITTEE. The case has gone to the War Labor Board, but the Steel barons are conducting a propaganda offensive against the Union through the country's newspapers. "Little Steel" has proclaimed its "vigorous resistance" to — the closed shop, maintenance of membership, check-off, pay raise . . . Trouble is again brewing between the UNITED AUTOMOBILE WORKERS and North American Aviation Company. This is an anti-labor outfit that got the Government to break, with bayonets, a strike called against it last spring . . . The Brooklyn and Queens YMCA is having labor trouble with its employees who are represented by the SOCIAL SERVICE EMPLOYEES UNION . . . The CIO has asked the Department of Justice to investigate the brutal beating of an OIL WORKER UNION organizer by police in Port Arthur, Texas . . . The Welders are still fighting for an independent union. This week they struck at the Gulf Shipbuilding Corporation's yard at Mobile . . . British mine workers are demanding that the government nationalize the coal mines . . . Taking advantage of the tire shortage to attempt to save profits at workers expense, milk dealers are beginning to eliminate milk deliveries. This means a loss of jobs for drivers and inside workers. The INTERNATIONAL BROTHERHOOD OF TEAMSTERS is fighting the move and claims that the milk companies' tire reserves are ample . . . Gov. Lehman has ordered a state investigation of "embezzlement, extortion and other unlawful acts" in the affairs of the HOD CARRIERS, BUILDING AND COMMON LABORERS UNION, Local 17 . . . The National War Labor Board has referred the double-pay-for-Sunday dispute between General Motors and the UNITED AUTOMOBILE WORKERS to a sub-committee.

DRAFT BOARD ACTS 2 Launchings Daily AS STRIKE BREAKER Are Set for Spring

215 striking employees of the Columbian Bronze Corporation at Freeport, L. I., are being threatened with immediate induction into the army unless they call off their strike for Union recognition.

The men have joined the AFL Machinists union but the labor-baiting management has refused to give them union recognition. Working hand-in-glove with the management, the local draft officials have sent out notices to the strikers that they should report for "reclassification."

Give the seamen—
GUNS and RAFTS

Washington — American shipyards, now launching merchant vessels at the rate of one-a-day, are scheduled to reach the two-a-day launching rate by late April or early May, according to production plans of the Maritime Commission.

The commission's schedules, based on the recent directive by President Roosevelt for the production of 8,000,000 deadweight tons in 1942 and 10,000,000 deadweight tons in 1943, are being expedited by adoption, as rapidly as possible in shipyards, of a seven-day week around-the-clock production.

War Is Not Making the DuPonts Poorer

Wilmington.—The fortunate position of defense contractors, as compared with that of other citizens, was emphasized recently by the annual report of the duPont Company.

It disclosed that last year, after making allowance for all taxes and setting aside reserves for depreciation and other purposes, the company increased its profits from \$7.23 to \$7.50 a share.

VIEW OF A

THIRD FLOOR STEWARDS

By "GOULDIE"

The Third Floor Stewards have always been under heavy pressure from the NMU. During the lean years of 1937-38-39, members of our rival organization called us Finks and branded our Union as phoney. They kept asking us, "What is that phoney Union doing for YOU?"

And for a while we had a hell of a time explaining things to everybody's satisfaction. But this is no longer the case. Now we have a strong and militant and progressive Union and we don't have to apologize for it to anybody. Members of the Stewards department are proud to wear the SIU button because we know that we have a democratic union!

This can not be said for all branches of endeavor outside of our Union, however. While this is proclaimed to be a "War for Democracy," there is evidence that the conduct of the war is not Democratic. Discrimination for reasons of race, color and creed is being practiced by many employers with war contracts to fill. This is Hitler's method—it should not be America's method.

I see by the papers that President William Green of the AFL, has denounced this practice of discrimination. This is a fine and courageous action on his part. Once organized labor fully enlists in this battle against discrimination, then the war will be won.

The Third Floor Brothers send deepest sympathy to the families of our Brothers that went down on the City of Atlanta and the Venore. Also hello to Brother Zev Scott and Dowdy.

IN MEMORY

Brother
M. C. (Jake-a-Lou) STAMPLEY
Died at New Orleans
February 11, 1942

What's Doing ...

Around the Ports

PUERTO RICO

By DANIEL BUTTS

This past week has been one of the best for shipping since I have been Agent of this branch. Board full of jobs and no takers. Other than the four big ports, none of the other ports have the shipping this port has had. I have been blasted by some of the membership for shipping so many Permit and trip card men. But here is the score.

The Island of Puerto Rico has 21 ports and there are ships in these various ports all the time. The three main ports are San Juan, Ponce and Mayaguez. It takes two and half hours to Ponce, and four hours to Mayaguez only 180 miles from San Juan. You have no fast trains or big buses to take you or the men to these ports. You have to send them in Public cars, and they don't go until they have a load.

The men pay off all over the Island and ships sail from all ports of the Island. So when any ship pulls into your port with a trip card man aboard or a Permit man remember that this branch does not issue books.

Do not blast me or those men; the full book members are to blame. My job is to sail those ships and that's what I am going to do. I'm going to protect the membership as a whole, the Navy or no other Government Agents will take over the ships if I can help it.

Flash, Puerto Rico has a new hall. Due to the fine work of Brother C. Morales, acting dispatcher, we have a hall as good as any on the coast. The membership and I wish to thank every member for the donations voluntarily given for putting the hall in order.

It's a pleasure to give the gas hounds a warning there is no grass to lay on to sleep it off and no palm trees to keep the sun off. This is the way the new hall is situated at 45 Ponce de Leon Ave., Stop No. 5, Puerta de Tierra. On the corner is the post office and the cablegram office and undertaker, across the street is a church, and around the corner, the clink. There are two coppers around from 8:00 A.M. to 5:00 P.M. so when you come up make sure you are steering a straight line.

N.M.U. Office here was closed but the membership called special meeting to keep hall open. 100-full book members sent cablegrams to New York to the National Office demanding to keep hall open. National office said "no." I was making one of the docks and passed by their hall. It was the first time I ever saw hard sailors with tears in their eyes. I overheard one guy make this remark, "Who in the hell does the National Office think they are. Six guys controlling this union and the membership has no say."

So the great N.M.U. just six months ago had a organizer in the field to organize all seamen in

Puerto Rico. They have done an about face and told their men to ship off the dock. This outfit is a joke. The membership is dumb or they are blind.

Until next time, steady as she goes.

NEW YORK

By DON BONAN

The Maritime Commission apparently does not want to take the position that they are interfering with our collective bargaining rights or at least they won't put it in writing for us. This, however, does not mean that all vessels that we man will not be watched closely for any super-militants and performers and ships sailing short handed will receive more than a casual once over.

Despite the fact that some of the old rust buckets have not the ideal or near ideal conditions of the ones that were launched during the past year, the least that can be done is to take them out of one port where there is a shortage of men so that when the vessel arrives in a port where there are a few extra men on the beach, we have a better than even chance of keeping these ships fully manned.

Plenty of trouble the past week trying to man the coastwise LEE & WASHINGTON which they are trying to make deep-water vessels. The boys are plenty hot about the quarters in which they will have to sleep and now they have even extended the quarters over the wheel. An old steerage messroom has been converted into a wash room which means that the boys will have to come up a deck to take showers and so forth.

The company, (ALCOA), did condescend to cut a hole in the bulkhead so the boys would not have to go outside on deck, but this was small consolation. Approached on the possibility of giving a total of six staterooms to the crew on the boat deck there was no chance since the company's plea was that there was not sufficient passenger space as it was.

They have a new method of working the inter-union policy in this same outfit. They call uptown for men and if they fail to show up, then the Union hall gets a call. Worked it on a storekeeper this week but after apparently seeing the light of day they agreed to give the Union man the job together with all cab fares and other expenses he incurred looking for a job that the company said was not there.

With Eastern gone and the Navy leaving only one Seatrain, it means that there will be slim pickings on the coastwise service. However, with the Acadia and Evangeline running out of the Gulf, perhaps to be joined later by the Yarmouth, there will still be plenty of shipping in the Gulf and if a decent bonus proposition comes in for that area we will be able to keep them well manned.

PHILADELPHIA

By H. J. COLLINS

Some time ago I read a piece in the Log which was written by the "Three Muskateers," and it stressed the fact about the membership exercising control of ourselves. Well, in my humble opinion that was a very good article, but let us digress for a moment.

What have we done in regards to this particular matter (?)—as far as I can see we have done nothing. Well, now let me be a little plainer than the Three Muskateers.

There has been a resolution adopted by the Membership dealing with drunks and performers, so I wonder what in hell is wrong. I see by the latest issue of the Log that some big wig of the Maritime Commission has warned us in no uncertain terms that we must take the necessary steps to control ourselves.

As I see it, it sums up to this—we have the means to combat this evil, all as we lack is the enforcing of the provisions of the resolution, and it is damn near time that we did or scrap the resolution. I can't see for the life of me what in hell we draw up resolutions for and go to the trouble of having them submitted to the membership for their rejection or concurrence and then when they are concurred with we fail to carry out their provisions.

You know something? It is a damn poor individual who will wait for the other fellow to have him down on his back before he will try to defend himself. In plain English, why wait for the Maritime Commission to take us over when we have the power to prevent it by controlling the plow jockeys among us. Nine chances out of ten when you meet these performers they are either outcasts from the N-M-U that have joined our ranks, or gas hounds that have not quite one page full in their union books.

NOW IS THE TIME TO ACT!

Let us control ourselves before the MC does!

Well, things are pretty slow here in Philadelphia these days. We had the Carrabelle, Panama City and the Peter Helms—the latter being a W.C. ship. Shipping has been slow, business fair. We have about 32 Members on the beach here at this time.

The ballots will be tabulated in Hdq's shortly and let us hope that the Membership have made wise selections, as the coming year is going to be anything but smooth.

We lost old Brother Van Horn last week when he resigned as dispatcher. He stated that the branch income was low and he figured the best thing to do in the interests of the Union was to resign, so we wish him good luck and lots of bonus.

Casey Jones is still with us. He is still waiting for the Waterman goose to lay the golden egg. Have

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA
ATLANTIC & GULF DISTRICT

Secretary-Treasurer's Office
Room 218 — 2 Stone Street, New York City
P. O. Box 25, Station F Phone: Bowling Green 9-8346

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-8346 Dispatcher's Office Bowling Green 9-3430
BOSTON	330 Atlantic Ave.	Liberty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS	309 Chartres St.	MAGnolia 3962
SAVANNAH	218 East Bay St.	Savannah 3-1728
JACKSONVILLE	136 East Bay St.	Jacksonville 5-1791
TAMPA	206 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1449
TEXAS CITY	105 — 4th St., N.	Texas City 722
MIAMI	1348 N.E. First Ave.	Miami 2-2950
PUERTO RICO	45 Ponce de Leon Tierra	

patience Casey, everything is well that ends well.

Corn Pone Hodge, the Oil burning AB, is with us again. He states that he has everything under control down in swampy North Carolina. Glad to have you with us Corn Pone.

Well, I guess that I have been bending your ear a little hard and I hope that no individual takes any part of the above as personal, but I do hope that everyone that reads it takes it seriously.

NEW ORLEANS

By "ARMY"

Just the usual run of beefs with nothing extra special coming up for the week except for one ship coming out of the dry-dock. As I can figure her route from the conversation around the hall is—going to England by way of Berlin, or maybe to the North Pole by way of Kobe. She has already cleared through Denver enroute to Pago Pago with a load of Russian snowballs. In other words, all hands sitting around the hall have their own special run for these ships and so on, and while waiting for their runs to come up, all the rest of the ships that hit the port are sailing short handed while the boys wait for a run to Sweden by way of Valpo. Oh, well, I'm personally waiting for one to Hudson Bay with a load of French muffets.

The latest Commie efforts on the coast has really boomeranged. The members around here, and from what I see aboard the ships hitting here, are really burned up about the whole thing. The general consensus of opinion seems to be that the International should carry this thing thru, with possibly a defamation of character counter suit not being amiss.

Believe the Crescent City (yep that's us) missed out on the last issue, sorry Ed.

Bentley Byrnes, the Attorney who is taking care of the defence of our brothers who are being charged with the Carey killing, states that things remain very much as is. He further states that at the preliminary hearing for Bro. Schriener, the boy is being held on nothing as there is no evidence to support the charges. I wonder if this is not also another move in line with the above mentioned Commie maneuver? Those boys sure do get around. Only trouble is, they meet themselves coming back.

SAVANNAH

By CHARLES WAID

Activities around the port of Savannah are moving along in the same way they have been for the last couple of weeks. Plenty of jobs and no one around this port to fill them. Had to find ABs, Oilers and Watertenders for three of the Savannah Line ships this week and what a job I had on my hands until I finally found men to fill these vacancies.

I am now looking for ABs for two army transports. Men are so scarce in this port I had to send to Jacksonville to be able to get enough oilers for the SS City of St. Louis of the Savannah Line, but finally managed to fill up the crews one by one so that the ships could sail.

Some of the ports seem to have a shortage of ships to put the men on and it is just the opposite with me here in Savannah. I have the jobs and no one to fill them. Everytime a Savannah Line ship hits port I have to start looking for men to fill jobs that come up on board. Any of you fellows that want to ship in a hurry come on to Savannah and ship out.

PERSONALS

GILBERT WOODROW DUKE
Let your mother hear from you as soon as possible. She is at 117 East 39th Street, Savannah, Ga.

R. S. BRIGHT
Your mother is ill. She would like to hear from you.

WILLIAM ZOBROSKY
Please return the watch that you got from Alvin Durgin aboard the Pan York the first part of February.

JOSE SARVIA
Get in touch with Edwin R. Wolff, 170 Broadway, N.Y.C.

CHRISTIAN HANSEN
The Department of Public Welfare is looking for you. Contact the Children's Division, 902 Broadway, New York City.

MICHAEL LA BAGNORA
Get in touch with your local draft board.

MITCHELL BRAHAM GODFREY
Contact your local draft board.

Give the seamen— GUNS and RAFTS

GENERAL TALLYING COMMITTEE REPORT

Yeoman Service Performed by Tallying Committee

The Committee charged with tallying the ballots of the election just concluded was, by all standards, one of the best committees ever to function for the SIU. The six brothers who formed the committee worked many long hours and at a difficult and exacting task. The final day of ballot counting, they worked until two o'clock in the morning, checking and counter checking.

It is safe to say that no election in any union at any time was more efficiently and carefully counted. The SIU owes a debt of gratitude to Brothers Daniel Barret, George Waterman, Theodore Thomson, J. E. Peterson, Frank Gallick and Albert Wexler.

TOTAL NUMBER OF GENERAL BALLOTS CAST AT ALL BRANCHES—2113
 NOTE: "No vote cast" means that the General Ballot cast contained no marking for that particular office.
 NOTE: No write-in candidate received the required one-third of the total votes cast necessary for election to office. Due to the fact that there were a great number of diversified write-in candidates, we have listed only those candidates who received 100 or more votes for any particular office. These candidates are listed below.
 In accordance with the resolution passed at the Agents' Conference held in Savannah in December 1941, and concurred in by the membership, the following offices were not filled by the General Election vote—GULF DISTRICT REPRESENTATIVE, N. Y. ENGINE PATROLMAN, JACKSONVILLE AGENT, MOBILE DECK PATROLMAN. These offices must now be filled by the Branches in accordance with the procedure set forth in the resolution.
 There were three missing ballots; one each from Miami, Tampa and Mobile.

The only write-in candidates receiving over 100 votes were M. D. Biggs with 330 write-ins for the office of Gulf Representative, and William McKay with 109 write-ins for the office of Baltimore Joint Agent. The rest of the write-in vote was so small and spread over so many different candidates (no one of which received over 10 votes for any particular office) that the committee felt that their tabulation would consume too much space. This fact can be verified by tabulating the total write-in votes listed below in this report.
 We, the duly elected General Tallying Committee, elected at the New York Branch meeting of February 2, 1942, for the purpose of tallying all ballots cast in the 1942 Annual Election of Officers, hereby render this General Tally Report to the membership as an accurate and correct tabulation of all ballots cast in all Branches of the Atlantic and Gulf District.
 DANIEL BARRET, Engine 1025; GEORGE WATERMAN, Steward 4095; THEODORE THOMSON, Steward 5296; J. E. PETERSON, Deck 4508; FRANK GALICK, Deck 7010; ALBERT WEXLER, Engine 586.

(First named listed is elected.)

Secretary-Treasurer	Write-ins	7	Puerto Rico—Joint Agent	Void	12
JOHN HAWK, No. 2212	1149		DANIEL BUTTS, No. 190	12	
Paul Gonsorchik, No. 741	368		A. E. Quinones, No. G-13	133	
Sydney Gretcher, No. 6700	245		Chico Solas, No. 1002	251	
Write-ins	6		Joseph Wagner, No. G-153	369	
Void	12		Write-ins	6	
No Vote Cast	333		Void	12	
			No Vote Cast	610	
Atlantic—District Representative			New York—Steward Patrolman		
HARRY COLLINS, No. 496	912		(Elect Two)		
Carl M. Rogers, No. N. G-2	714		CLAUDE FISHER, No. 362	986	
Write-ins	12		FERDINAND HART, No. 488	794	
Void	12		A. J. Cobb, No. 371	532	
No Vote Cast	463		Write-ins	4	
			Void	24	
Gulf—District Representative			No Vote Cast	1986	
Write-ins	419		Philadelphia—Joint Agent		
Void	12		JOSEPH FLANAGAN, No. 542	1276	
No Vote Cast	1682		Write-ins	17	
			Void	12	
Boston—Agent			No Vote Cast	808	
JOHN MOGAN, No. 216	1325		Miami—Joint Agent		
Write-ins	28		J. K. SHAUGHNESSY, G-118	522	
Void	12		L. O. Baker, No. G-190	246	
No Vote Cast	748		John Lopez, No. G-127	201	
			W. A. (Bill) Oberry, No. G-14	308	
Boston—Deck Patrolman			Martin Trainor, No. 5060	177	
VINCENT YAKOVONIS, 1774	1192		Write-ins	2	
Write-ins	16		Void	12	
Void	12		No Vote Cast	645	
No Vote Cast	893		Tampa—Joint Agent		
			D. L. (Jack) PARKER, No. G-160	655	
Boston—Engine Patrolman			E. L. Greenwell, No. 5853	210	
J. E. SWEENEY, No. 1530	873		Ray W. Sweeney, No. G-20	560	
Clyde Coburn, No. 106	472		Write-ins	4	
Write-ins	7		Void	12	
Void	12		No Vote Cast	672	
No Vote Cast	749		Mobile—Joint Agent		
			OLDEN BANKS, No. G-1	1201	
Boston—Steward Patrolman			Write-ins	40	
S. E. BAYNE, No. 13	693		Void	12	
Harold Burke, No. 1077	660		No Vote Cast	860	
Write-ins	5		Mobile—Deck Patrolman		
Void	12		Write-ins	136	
No Vote Cast	753		Void	12	
			No Vote Cast	1965	
Providence—Joint Agent			Mobile—Engine Patrolman		
JOSEPH E. LAPHAM, No. 427	671		ROBERT A. MATTHEWS, G-154	1154	
J. L. McHenry, No. 425	658		Write-ins	11	
Write-ins	4		Void	12	
Void	12		No Vote Cast	936	
No Vote Cast	768		Mobile—Steward Patrolman		
			CHARLES E. TURNER, G-15	493	
New York—Joint Agent			Edison Walker, G-21	386	
FRANK WILLIAMS, No. 6161	705		Nathan W. Welborn, G-8	306	
Don Roman, No. 1374	676		Write-ins	4	
Write-ins	18		Void	12	
Void	12		No Vote Cast	912	
No Vote Cast	702		New Orleans—Joint Agent		
			A. W. ARMSTRONG, G-136	1227	
New York—Joint Patrolman			H. J. (Smoky) Schreiner, G-308	274	
(Elect Two)			Write-ins	2	
CLARENCE E. NORMAN, 987	1032				
GEORGE (Gus) JOHNSON, 2025	881				
Write-ins	36				
Void	24				
No Vote Cast	2253				
New York—Deck Patrolman					
DOUGLAS MUNCASER, No. 297	867				
Louis Goffin, No. 4526	530				

Void	12
No Vote Cast	598
New Orleans—Deck Patrolman	
PETER P. JASON, G-11	728
M. C. (Jake-a-Lou) Stampley	343
E] (Jack) Vorel, G-10	251
Write-ins	5
Void	12
No Vote Cast	774
New Orleans—Engine Patrolman	
C. J. (Buck) STEPHENS, G-76	1244
Write-ins	10
Void	12
No Vote Cast	847
New Orleans—Steward Patrolman	
TEDD R. TERRINGTON, G-68	1141
Write-ins	14
Void	12
No Vote Cast	946
Texas City—Joint Agent	
E. R. WALLACE, G-237	858
J. A. (Johnny) Damos, G-16	508
Write-ins	4
Void	12
No Vote Cast	733
Resolution Ballot	
YES	1587
NO	165
Void	12
No Vote Cast	349

MORE ABOUT SICK BENEFITS

(Continued from Page One)

and hospital benefits and the expense added will be at the most \$5,000.00 and if more, it will not be more than double the present expense, which will make it \$15,000.00, so, therefore be it RESOLVED, that we change article XXV of the Constitution to read \$2.00 in place of \$1.00, so men in the hospital will have a few additional nickels to spend, and be it further RESOLVED, so that all members may have a chance to vote on this matter, that this resolution, if carried, be placed on the ballot for officials which will be cast during November and December this year.

DO NOT SHIP	
RAMON RODRIGUEZ	P-1595
CHARLES LE V. BAUSHHER	P-2113
PEDRO GALLINDO	P-1983
FRANK F. DARIN	P-425
W. SABALA	G-18
ROBERT F. STATER	P-2625
R. ALMEDIA	G-125
JOSEPH K. NICOLETTO	A-2478
NICHOLAS JAPUAY	A-4223

NOTICE
 Brother Daniel Butts has informed the Log that the address of the Puerto Rico hall has been changed. Hereafter the Branch will have the following address:
 45 PONCE DE LEON AVE.
 PUERTO DE TIERRA
 PUERTO RICO

Wage Increases for Argentine Seamen

Buenos Aires—ITF—Argentine's seamen's union, the Union Obrera Maritima, has obtained a uniform wage increase of 10% for seamen, following energetic demands and lengthy negotiations. The new wage increases are retroactive to Nov. 1, 1941.

MORE ABOUT BONUS DEMANDS

(Continued from Page One)
 in the world. Membership of this Union is on record requesting that the Board immediately raise the bonus rates for these waters.

(Specific classification Demands Censored.)
 JOHN HAWK, Sec.-Treas.
 Seafarers International Union
 Atlantic and Gulf District
 2 Stone Street, New York City
 February 17, 1942
 John Hawk, Sec.-Treas.
 Atlantic and Gulf District
 Seafarers International Union
 2 Stone Street, New York City
 Reurlet after consulting with authentic sources of information the Board does not feel justified in increasing bonuses specified. The Board is continuing to check information and will act in accordance with the nature of information.
 Maritime War Emergency Board
 EDWARD MACAULEY, Chairman