

Dollar-a-Year-Men Sabotage Shipping Program To Protect Steel Monopolies

Spies Inform Sub Of S.I.U. Vessel's Name, Cargo And Course

Three SIU Brothers lost their lives last week when their ship was torpedoed just outside of a harbor in the Caribbean. The surviving Brothers discovered later that the attacking Nazis knew all about their ship, even to the names of the officers and the cargo carried.

The ship was just approaching the harbor when the torpedo

smashed into her. A tremendous explosion followed. A second torpedo struck a minute later and the ship went down in five minutes.

The Navy gunners aboard fired round after round but their aim was all guess work because they could see no sub. Two of the Navy men were killed.

Brother John Ossmow was sleeping on the number 5 hatch at the time of the first explosion. He was blown 100 yards through the air and into the sea before he "knew what had happened." He managed to swim in circles until other survivors in a lifeboat rescued him. He received a deep gash in his forehead and a double fracture of the thigh.

According to an account of the sinking carried in the *Mobile Press*, the sub later surfaced, sought out the skipper and questioned him. The Nazi, speaking English with a thick accent, asked the name of the sunken ship. When he learned the name of the ship, he consulted a little book and recited the port from which they had sailed, their cargo and their destination.

Great Lakes S.I.U. Election Set Aug. 1

In accordance with the recently adopted constitution, nominations for the various offices in the Great Lakes District were held July 1 to 15, and elections are to be held from August 1 to 31. The offices to be filled at this election are: Port Agents for the ports of Buffalo, Cleveland, Detroit, Chicago, Milwaukee, and Duluth, and Secretary-Treasurer for the district.

According to the district constitution, any member who has had a full book for six months, may nominate himself for any office he feels he is competent to handle. Under this system all the members are given an opportunity to run for office and no one can be discriminated against. Candidates for office must be United States citizens and must have had 18 months active service on United States vessels. Proof of such service as well as a letter indicating the office for which the candidate intends to run, must be submitted at headquarters between the first and fifteenth of July.

Names that will appear on the ballot set up by the Committee on Candidates are as follows:

Secretary-Treasurer, Great Lakes District: Mardy Polaner, Book 3005.

Agent, Port of Buffalo: Carl Wickard, Book 935.

Agent, Port of Cleveland: Edward Wares, Book 1774; Charles Cheshier, Book 1432.

Agent, Port of Detroit: Dan Dwyer, Book 1775; Fred Leonard, Book 1416.

Agent, Port of Chicago: Ray Forst, Book 473; Herbert Jansen, Book 1562.

Agent, Port of Milwaukee: Frank Sullivan, Book 14.

Agent, Port of Duluth: William Stevenson, Book 566.

Can You Top This?

Speaking of shipwreck stories, here's one sent in by Ed Lynch, of Philadelphia.

"A certain skipper on one of our tubs that was sunk, wanted a couple of the ABs to put on diving suits and go down after the ship," Brother Lynch writes. "The skipper explained to the boys that all the over-time records were in his quarters and it was necessary that he get them so none of the men could add an hour or two and thus gyp the company."

(Editor's note: The AB's asked overtime for diving, so the skipper called the whole thing off.)

Queer Specimen Found On Dies Payroll

It was revealed July 17 that Hazel Hoffman, former agent of the fascist Constitutional Educational League, of New York, has been on the Dies committee payroll for a year. The league has boasted of distributing 10,000,000 copies of anti-labor propaganda. Joseph Kamp, league president, was one of the sponsors of a movement to make Gen. George Van Horn Moseley the fascist leader in the United States.

The United States Maritime Commission, dominated by shipowners and steel barons, has again hit the headlines — this time for sabotaging its own shipbuilding program at a time when the rate of ship losses is outstripping the rate of ship replacement.

The reason for this suicidal move is the determination of the big shipbuilding and steel producers to retain their grip upon their monopoly and scuttle any men or methods that threaten them. The war effort? That's entirely irrelevant. Profits is what makes the wheels go 'round in Washington.

It all started back in January when a New Orleans firm, headed by Andrew Higgins, set up a vast ship building plant on acres of marshes near New Orleans. He had a plan for mass production of Liberty Ships which would send them down the ways of his yard at the rate of one a day. The Higgins method meant that he could build ships faster than any one in the country.

God knows the country needs ships, the way the Nazi subs have been picking them off the past few months. So Higgins went to Washington and got a contract from the Maritime Commission before the big steel barons and ship building monopolies knew what he was up to.

But when they found out . . . ! All hell broke loose.

They discovered that not only

would Higgins be able to build ships at a phenomenal rate of speed and for much less money (less profit therefore), but also that he planned to obtain a large part of his iron ore and steel from Mexico and from long idle mines in Alabama.

These raw material sources were not controlled by the steel monopoly . . . and so Higgins got it in the neck.

When his shipyard was about half finished, already having cost \$10,000,000 and set to produce the first ship in September, he received a curt notice from the Maritime Commission that his Government contract was canceled.

When pressed by certain Congressmen for an explanation of its amazing ruling, the Maritime Commission said that lack of steel caused the order.

Higgins immediately exploded this alibi and revealed the potential source of steel that was being blocked by the monopolies. He revealed also that the big shipbuilders were behind the sabotage because his modern, streamlined methods threatened their long and costly processes.

"In my opinion the decision was arrived at and enforced by dollar-a-year-men," Higgins said. "Maybe we are going to build ships too fast and too cheaply."

A feeble effort was made to launch a Congressional investigation of the mess, but nothing ever came of it.

So, we may have less ships this war—but at least we can be sure they will be made *only* of monopoly steel and at a *nice* profit. That should comfort the seamen that get sunk in them.

Seafarers Demand WEB Protect Torpedo Victims From Shipowners' Wage Chisel

In recent weeks the shipowners have been among the noisiest in paying tribute to "the heroism and self sacrifice of the merchant seamen." Their sudden appreciation of the role played by the seamen doesn't fool any — least of all the men that work for them. While patting the seamen on the head in full public view, the shipowners continue to knife him in the back in private — whenever they get the chance.

Take, for instance, the question of wages for survivors of torpedoes. The minute the men hit the beach (maybe after weeks in an open lifeboat) some shipowners stop their wages. More than that, it sometimes takes a full week before the red tape can be cut through and the men even receive the money due them from time spent at sea.

All during this time the shipowners will salaam before the "heroes" when anybody is looking, but won't come across with any dough so the "hero" can fill his belly.

The SIU has formally called upon the Maritime War Emergency Board to correct this two-faced

practice and to order the shipowners to continue a man's salary right up until the time of the pay-off.

The following is the full text of the letter sent to the WEB by Brother John Hawk:

July 25, 1942
Maritime War Emergency Board
Edward Macauley, Chairman
Department of Commerce Bldg.
Washington, D. C.

Gentlemen:

Under your Decision 5, Revised, Article 3, paragraph 1, wages and bonus of torpedoed seamen cease the moment they are landed ashore. This has resulted in hardships for the men and I respectfully call upon you to correct it.

In many cases men are torpedoed three or four days out and when they land they have a very small pay off due them. They find, however, that they can't even collect the small amount until the operators go through a lot of red tape in respect to their records. Men have been forced, in some cases, to wait as long as three weeks before being paid off. In the meantime, their wages have stopped and they must depend upon friends and credit for their very existence. They are prevented from returning to their families, from shipping out again, from doing anything but sitting and waiting.

It is the opinion of this organi-

(Continued on Page 4)

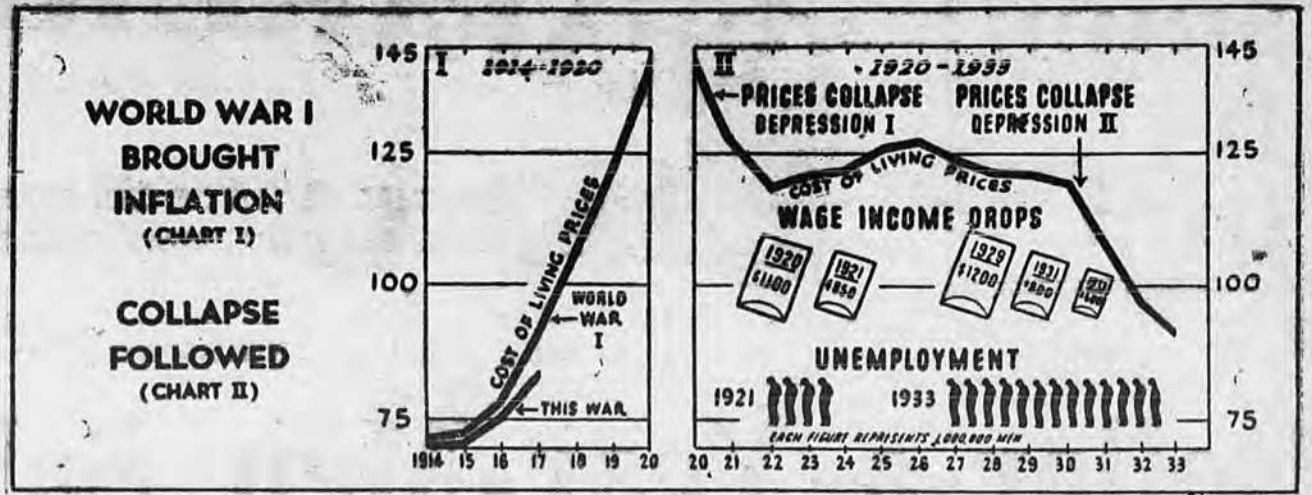
A Case of Double Bookkeeping

"WASHINGTON, July 26. — Reflecting the gravity of current shipping situations, the War Shipping Administration today issued a new war risk rate schedule which in most cases doubles, and in some cases triples, previous rates on export cargoes destined for foreign ports."

—Journal of Commerce

And what's happened to the bonus rates paid seamen? In actual practice they have gone down!

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WLB Uses Steel Ruling As Precedent To Keep All Wages Down

Labor is beginning to reap the full fruits of the infamous "Little Steel" decision handed down last week by the National War Labor Board. In that decision the Board denied the workers a \$1-a-day wage boost—even though a sub-committee had reported that the bosses could easily afford the raise.

The decision was obviously aimed, not only at the workers in "Little Steel," but at all workers who would in the future appeal to the Board for relief from sky-rocketing living costs. The truth of this statement was revealed today—one short week after the Steel decision.

1,200 employees of the Remington-Rand Company (having surrendered the right to strike) appealed to the WLB to order a boost in their wages so that they could meet the increased cost of living. The WLB rejected the plea! And in doing so, they used the Steel decision as a precedent.

The WLB said frankly that the wage "formula" arrived at in the Steel decision would henceforth be applied to all cases submitted to the Board.

Now just what does this mean?

It means that the Board has become an open ally of the bosses who fight any and all raises in pay because such boosts mean less profits. The WLB may surround its decisions with a lot of involved phrases concerning the Nation's economy, but stripped of all the window dressing the decisions constitute clear sabotage of labor's struggle for decent living standards.

Editor's Mail Bag

July 21, 1942

Seafarers Log
 New York, N. Y.

Gentlemen:

I have a son, W. E. Hayes, fireman on merchant boats. In 1941 and 1942 he made two trips to the Far East on a SIU ship. There was an item in the *Seafarers' Log* of June 18, 1942, "Out of the Focs'l" by J. L., in reference to his ship's return voyage. It might be interesting to you to know that W. E. Hayes was one of the boys that was left in Colombo, Ceylon, last March when Japan raided Colombo. He eventually arrived safe in New York and after spending a few days at home has now sailed

from Baltimore for parts and boat unknown to me.

Would like to subscribe for six months to the *Seafarers Log* of the Atlantic & Gulf District. Mail paper and bill to:

Mrs. Ed. F. Hayes,
 Palmetto, Florida,
 Box 238

Cuba To Aid Idle Seamen

The Cuban Government, according to advices from the Cuban Maritime Workers Union, has earmarked large sums for the relief of unemployed seamen, dockers and other maritime workers. These men number more than 12,000.

I.L.G.W.U. Builds Soho Club For British Seamen

The men of the British merchant marine now have a swanky Soho club, built for them with funds raised by the members of the International Ladies Garment Workers Union here in this country. The ILGWU took up a voluntary collection among its membership and raised \$75,000 for the club.

This is the first time that the merchant seamen have been provided with recreation quarters in the heart of London.

Dispatches from London reveal that two rooms in the club are to be reserved for "the exclusive use of officers." We are certain that such a policy is not approved by the ILGWU, but rather is the result of the influence of British shipowners.

New Labor Research Bureau Established

Establishment of the American Labor Archive and Research Institute, under the honorary chairmanship of President William Green of the American Federation of Labor, was announced yesterday by Algernon Lee, President of the Rand School of Social Science, at 7 East 15th Street, New York.

The purpose of the Institute is "to collect and make available the historical records of the labor movement" and "to promote research studies that will be useful to labor and civic bodies." As explained by Mr. Lee, it has set itself the task of making "a complete collection of all material, printed or in manuscript, bearing upon any phase of labor history from any angle," classifying and cataloguing it, and putting it at the service of labor organizations and of scholars in the field of economics, social history, and sociology. The nucleus of the collection, it was stated, comprises some 20,000 items provided by the Rand School of Social Science, including rare and out-of-print books about the labor movement, files of labor periodicals, convention reports, minute books, pamphlets, leaflets and so forth, some of them dating back to the 1850s. Already, in some six months of preparatory work, several thousand additional items have been obtained by gift from organizations and individuals.

DO NOT SHIP

THEODORE OLSOIR P 7648
 DANIEL McCARTHY P 7664
 WALTER PACHUCKI P 737
 JOSEPH E. GAUGHAN P 6627

AFL Building Trades Win Over Brass-Hats

The controversy between the New York AFL Building Trades Council and the Navy, over the hiring of non-union labor on Navy building projects, was settled this week—and the Brass Hats came off second best.

Under the settlement the AFL workers are to take over all of the construction work on the Navy's \$4,000,000 Fort Schuyler maritime training project in the Bronx. This was previously being built with WPA labor which received 50c per hour. The AFL wage scale is

around \$2 per hour, varying with the construction trades.

The AFL victory provides that AFL men will be placed on 13 other Navy projects in and around New York City.

Thus ends another Brass Hat attempt to break down union wages and conditions. But before the victory was won, the AFL had to threaten to strike all Navy construction work in the area. Brass Hats don't give up their scab plans easily.

Pinkerton And Burns Dicks On San Pedro Wharves

SAN PEDRO, Cal.—A protest against use of detectives from the Pinkerton and Burns agencies on government property on the San Pedro-Wilmington waterfront has been made by the San Pedro-Wilmington Labor Review, local AFL paper.

Quoting an 1893 federal act which bars employment of Pinkertons by the government, the paper says: "It is as good today as when it was passed on the heels of a brutal massacre of union workers by Pinkerton men during the Homestead steel strike.

"Caught in a jumble of government red tape, the status of the private dicks has been skillfully obscured. Smokescreen tactics include ringing in the Navy, the Maritime Commission, and the former owners of the seized ships as parties to

the hiring of the men from the outlawed agencies.

"One of the background reasons for this condition is said to be the fact that, unless the private dick agencies are called in, employers will be forced to hire union watchmen."

PERSONALS

INGARD A. HYSTAD
 Your draft board is looking for you. At your first opportunity contact Board No. 76, 434 Mills Building, San Francisco, Calif.
GEORGE C. FRANCIS and FRED HETHCOAT
 Get in touch with Attorney Richard M. Cantor, 51 Chambers Street, New York City.
EDWIN WEIZENBORN
 You have \$258.60 due from Alcoa S. S. Co. Collect at Alcoa office, 17 Battery Place, New York City.

In Memory of These Brothers Lost At Sea Due To Enemy Action

HAROLD D. WHITEHEAD Fireman
J. M. HALL Fireman
JOHN ASH Fireman
STEPHEN DAVID Oiler
WILMER STARUS Oiler
JAMES SMITH Steward
JOHN DOOLEY Cook
HUGH T. MURPHY Messman
WARNER DINGER A B
CHARLES MacCASKILL OS
ALEX FORSSMAN AB
T. (PAT) O'BRIEN AB
MATIAZ SANTIAGO OS
LEROY F. DEUTSCH Oiler

WHAT'S DOING

Around the Ports

BOSTON

By

JOHN MOGAN

Recently there appeared in one of Hearst's Boston newspapers an editorial with the title "Forgotten Heroes" (meaning our Merchant Marine Seamen).

Two-thirds of this editorial was devoted to extolling the praises of the neglected heroes of this war. It goes on to mention the heroic deeds and sacrifices, the hardships and devil-may-care spirit of the seamen.

All this in very glowing terms, and mind you, they are doing all this without uniforms or medals! Evidently to the writer of this article and those who pay him, it just doesn't seem possible that any group of men would risk their lives or make any sacrifices unless they wore a uniform or had their chests plastered with medals.

Well, these same newspaper owners and their pet writers did very little toward helping the heroes of World War I, and if I remember correctly they were very much against paying the bonus as they thought it was money wasted. As for the seamen wearing a uniform or sporting medals, any one with common sense should know that by doing so will not make the seamen more brave or heroic than they have always been. I still remember a bit of U. S. history and how John Paul Jones and his merchant seamen won more naval battles than any similar group engaged in naval warfare and I doubt if they possessed a sweater, let alone uniforms.

After this war is over and victory is ours, the seamen can expect a reversal of form along with a change of heart from those that now sing their glories because, aligned with the shipowners they will be the first to make every effort to deprive the seamen, by fair means or foul tactics, of all they have gained, and their first job will be to try and smash our unions, for well they know that seamen without unions are powerless.

We have made many gains these past eight years and we intend to strengthen and further our gains as time goes on. We know from experience and bitter struggle that very few newspapers contributed toward our security and the Hearst publications, with all their exaggerated and magnified sensationalism, were our biggest enemy, blocking our progress at every turn in our fight to live like decent people should live.

If these would-be Good Samaritans really wish to help the seamen of the U. S. Merchant Marine, they can co-operate with the representatives of The Seafarers' International Union in their efforts toward better legislation for seamen.

And now for the last part of this editorial "favoring" Merchant Seamen. It goes on to state that the Merchant Marine should be made a part of the Navy, with Navy discipline and Navy standards. How silly! If this happens it would

be all Navy and no Merchant Marine.

What is really meant though, is to take from a free Seafaring class all their rights and privileges and put them in the status of serfs.

We seamen have a day of our own when we pay tribute to the forgotten heroes who have died on the picket line and those that are slowly dying from T.B. in their sacrifices so that those after them who go down to the sea in ships may have a better world to live in.

In conclusion, if these crack-pots who earn their bread and butter through our democratic system of Government continue to write editorials calling for free labor to be regimented and controlled by federal bureaus or agencies, then they should be forced to read and study the Declaration of Independence and that greatest document of all, The Constitution of These United States.

PHILADELPHIA

By

EDWARD LYNCH

"Kismet" please, oh please tell us Philly stiffs why they are sending every damned Liberty ship that is built into this port? They, at one time, were just a headache, but now the Patrolman and the hired hands in the office are carrying a vial of digitalis around in their brief cases, as the said iron palookas have developed into a real heart-ache.

Andy Klee walked into the office the other day and said to the hired hand: Look, Brother Stooze; I always knew that Brother Harry Collins had a big belly, but is it big enough to digest the beefs that he must get when these Iron liles hit Little olde New York? R.S.V.P. Harry.

Most of the "Ridge Runners" are returning to these parts—such fellows as: Dago Rodgers, Frank Clifton, Bill Carney, Earl Noteware, Ray Oates, Red Healy, Vincenzo Russo and innumerable others.

The hair of Casey Jones, the hired hand in the office is really gray now. One month in the office relieving Jo Jo and myself for our vacations has taken 13 lbs. off of the hired hand, and turned his hair to silver. You just can't take it Casey. That fast life will get you—This is the voice of Experience speaking—Yes, sez me.

Leo Gillis, Ex-messman has now turned into an AB (Rope-choker to youse guys) and along with George (The Graeco) Karpetos, are dealing the pie-cards plenty of misery, and all about the tobacco being lifted from the tobacco box. We'll now take the testimony of Gillis.

Sam (Bicycle pump) Foss shipped out as deck engineer on a Bulliner.

Robert Kennedy, the sougeerag with the Pepsodent smile, came home to roost, and now he merely sits around and talks to himself as follows: Take me back to dear old Murmansk and my little Russian Chilao. Does your war

department know anything about this, Robert?

This old port has awakened all of a sudden, and things are humming somewhat better than in the past month or so. The office force (1 guy) has been working so hard that his sitting down place has spread out so far that a guy walked in the other day and said: "Hello, Harry Collins." The office force (still 1 guy) thanked him for the compliment. The Patrolman's dogs are getting in the same mess from tramping all over the waterfront settling "Liberty Maiden" beefs.

The three Don Juans, Edward March, Samuel Breustedt and Joseph Mullen were elected to represent the SIU at an USO Meeting. All three did a swell job, and the seamen will now receive free baseball tickets, theatre tickets, bowling tickets, swimming tickets and free soda water (Lord have mercy). Only soda water. Also the Merchant stiffs will have their own individual club, and will not have to mix with any other sections of the said USO. The same old NMU tactics were brought up to try and get control, but the three Don Juans went to bat in good old SIU style and won every point that they went after. The main one being to have a non-partisan citizen in charge. We also won that, but the USO insisted on Merchant Seamen drinking soda water.

No more news, dirt, or mud-slinging for the time being, so will ring the bell down on this act. See you later, Brothers.

"FLASH" The revolution has arrived. Arthur (Scientific) Sampson and Matt (Johnny Doughboy) Lynn returned to these happy hunting grounds.

NEW ORLEANS

By

"A R M Y"

As I suppose the whole world is familiar now with the closing of what was to be the twentieth century's greatest contribution to ship building. Forty-four ships a month, brother, is really building ships, and that would go a long way to maintain the present rate so that the tin fish would have plenty to hunt for. The reason stated for closing the yard was that the steel mills could not turn out the steel in sufficient amounts to handle the present yards throughout the country, also this yard here. Maybe yes and maybe no, but it would be a hell of a lot better to turn out steel now than turn out what they are ordered to in the event they don't get enough ships built.

The unions here have a few more cases of the dollar-a-year management that goes along with closing this yard, after sinking 17 million bucks in it. AFTER, not BEFORE. One of them is the fact that this same Higgins who makes the P.T.s had around four hundred built, ready to go except for one minor detail, which was the motors were not being delivered. Result, four hundred vitally-needed boats laying around.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

Room 219 — 2 Stone Street, New York City

P. O. Box 25, Station F

Phone: BOWling Green 9-8848

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	BOWling Green 9-8846
	Dispatcher's Office	BOWling Green 9-3480
BOSTON	330 Atlantic Ave.	Liberty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
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NEW ORLEANS	309 Chartres St.	MAGnolia 3962
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TAMPA	206 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1449
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	2014 Market Street	Galveston 2-8043

Out of the Focs'l

by

J. L.

We have informed the brothers how a sea buoy and a porpoise were the causes of sinkings, but the latest one was a shark. A brand new vessel was sunk three days out of New York on her maiden voyage. She was in a convoy of nine ships, protected by five destroyers. The ship had 62 Army technicians aboard. One of them noticing something moving through the water about a 1000 yards off, thought it was a shark approaching the ship. He didn't divulge this information to anyone until he was in a lifeboat. Fortunately, no one was lost. It seems as though the Company was very peeved over the loss of the ship and took it out on the crew. The Union has contacted the powers that be, and we're sure that in the future the brothers will be given better treatment when taken ashore.

△ △ △

Henry Czerkies has survived his second sinking. The first time his ship was sunk it was a day away from New York for the completion of a six months' voyage. This time his ship was hit three days out of New York on the start of a voyage. He's ready to ship again. That's the proper spirit. Carroll Quinnt, who shipped as Bosu'n on a tanker, got off in San Antonio. Honest John Fitzpatrick, now in the Navy, dropped in to say Hello. He was telling how they made his ship hit 27 knots to escape a sub. Most of the brothers could find him in some Australian port, as his ship is there about once a month.

△ △ △

John Campbell, No. 202, dropped in. After being torpedoed on one of the Delta ships, he was called into the Navy. His ship was five miles away when they rushed to the aid of the Jacob Jones. Another brother, John King was in the engine room when the destroyer was knocked off, being one of the fortunate ones to escape without mishap. Brother Campbell is still paying his dues and states that if all the brothers did the same, the organization would be the strongest, financially. Brother Covert is also of the same opinion. It is the spirit of fellows like them that will make the SIU a by-word in every household. Our hat is off to them.

In Detroit the Chris Craft Co., who are building Higgins boats had seven (7) boats built, and a warehouse with two (2) hundred motors in it. Tish, tish, and these guys get a buck a year plus thirty bucks a day expenses. No wonder Higgins stated that he was worth more than the buck per year stiff, and asked and got a buck a month.

They held a mass meeting here in the Civic Centre last Tuesday evening and had quite a few very good speakers doing their stuff. Holt Ross, Southern A.F.L. big-shot, easily led the field, he called a spade a spade and stated right out in church that the whole damn mess was somebody's dumbness, if not something worse.

This will mean a lot to us here in the S.I.U. as we could have expected at least half the ships which would have been built here, now we will have to wait for the old established yards to continue at the same old rate.

Before leaving this subject, if any yards are waiting for windlasses, hause pipes, anchors or what not, this city has a whole yard full and Brother I mean full. This, although the SS Washington came in here the other day with windlass trouble, the man in the chain locker has to jump for his life because the Limey type jumps at every shackle. Nothing, of course, could be done about this sort of thing as it might hold up the ship for a couple of days. But when something like the Evangiline comes up, where the ship starts to sea and has to come back because the reefer system fouls up, that's O.K. After all, that isn't for the nasty old seaman.

So till the big brains get out and let the war be won before they mess around Washington, I'll sign off saying it's Hell that we lose so many good men, but I'll bet that if those who have been lost had their say-so they would say **WE WOULD DO IT AGAIN.**

SEAMAN SEES SUB SUPPLIED SOMEWHERE IN CARIBBEAN

An American seaman who was held prisoner for four days on a Nazi submarine in the Caribbean landed at an east coast port last night and reported that the U-boat replenished its torpedoes from a supply base somewhere in the Caribbean and was damaged by an Allied plane while loading.

His story, cleared without comment by censorship, was the first eyewitness account of Axis supply operations in the Caribbean. However, there was no indication that his statement was accepted as concrete evidence. Early this month the Military Command of the Panama Canal Zone revealed arrests of 20 people said to be members of an elaborate ring engaged in supplying Nazi submarines along the Caribbean coast of Central America. PM last January warned that the Axis

was trying to set up such supply depots in American waters.

Archie Gibbs of Roscoe, Tex., the seaman, was picked up after the sub had sunk his ship and was finally forced to jump overboard from the U-boat and swim to a small fishing boat which the Nazi commander had halted at sea to receive him.

Gibbs was unable to locate the spot where he said the sub took on the torpedoes, but thought it was near shore because of the ground swell.

On the night of June 17, he said, a lone plane surprised the submarine and "the Germans worked like hell to get a torpedo, which was halfway down the forward tube, into the sub." There were two shocks as if from bombs, he said, both of which rocked the ship and

one of which tore loose the deck grating. The deck guns replied vigorously while the sweating Nazis tugged at the torpedo.

"It must have taken 30 minutes," Gibbs said, "and then we crash-dived—deep."

Gibbs also reported there seemed to be some difference of opinion aboard regarding Der Fuehrer. One sailor who shouted: "Heil Hitler," was soundly beaten by the others, he reported.

—PM, July 27

Company Unions Planning Third Labor Federation

Plans for the establishment of an International Labor Federation in competition to the AFL and CIO were announced this week in Chicago by a conference of so-called "independent labor unions."

Significant is the fact that some notorious company unions are among the founders of the new movement. Included in the Federation are: East Coast Alliance of Independent Shipyard Unions of America, Independent Employes Association of Ampco Ajax, Milwaukee Gas, Light Company Employees, National Federation of Telephone Workers, and other such organizations.

The conference was called by Matthew Smith, national secretary of the Mechanics Educational Society of America.

A prepared statement to the press said:

"The purpose of the proposed third labor party is to give independent unions the numerical and

Labor United Against Pay Freezing

WASHINGTON, July 25

Labor's united position against wage freezing and for continuance of collective bargaining on wage questions was re-affirmed by CIO President Philip Murray and AFL President Wm. Green in a talk with President Roosevelt this week.

The restatement took place at a meeting of the "Labor Victory Board" composed of Murray, Green and two representatives each from CIO and AFL with the President in the White House.

S.I.U. Demands Survivors' Wages Be Protected

(Continued from Page 1)

zation that the moral of the seamen, and the interests of the entire merchant service, can be best served by continuing the wages of torpedoed seamen up until the actual time of paying off.

Several operators are already following this practice, but others refuse to do so until formally directed by your Board. We hope, therefore, that you will give this problem your closest attention and hand down a ruling in the near future.

Very truly yours,
JOHN HAWK

Merchant Seamen Receive Fur Vests From Garment Ind.

WASHINGTON, D. C.—Merchant seamen on ships carrying supplies overseas will be outfitted with fur vests, caps, and mittens for wear in the Arctic, through an arrangement made by the New York Central High School of Needle Trades with the American Red Cross.

Impetus for the plan came from the magazine "Fur Trade Review," which related in the March issue the story of fur workers in Canada who were making hundreds of such vests for the Royal Canadian Navy and Merchant Marine. Since that time, a similar plan has been proposed in Syracuse, N. Y., Nashville, Tenn., and Racine, Wis.

Using "rejects" donated by New York fur manufacturers, students at the needle trades school have begun production of vests which will be distributed to members of the merchant marine.

INFORMATION ON INSURANCE PAYMENTS

After you have designated your beneficiary, inform that person. In the event that you are one of the unfortunate seaman who does not return from sea, it is not necessary for your beneficiary to retain a lawyer to collect the \$5,000 insurance benefit.

Tell your beneficiary to contact your union hall for full information. This money could be collected without a lawyer and at no cost to the beneficiary. Some attorneys are charging as high as \$1,000 to collect the insurance.

ASSESSMENT!

Remember there is a \$2 Organizational Assessment which goes to the International.

The payment is voluntarily! How good a Union man are you? Have you paid your \$2 obligation?

Labor Union Front

UNIONS ASK SEIZURE OF MUNITIONS PLANT

EAST ALTON, Ill., July 24.—The executive council of A. F. L. unions operating in the Western Cartridge Company plant here, demanded today that the War Department take over operation of the company immediately to prevent a general walkout of workers.

Identical telegrams to President Roosevelt, Donald Nelson, chairman of the War Production Board, and William Green, president of the American Federation of Labor, said that the government would have to take over the plant "to prevent stoppage of work which the company is agitating."

Pat McCartney, A. F. L. representative who was sent here from Washington, asserted, however, that "there will be no walkout."

Among anti-labor practices alleged were "compelling workers to work around furnaces without proper ventilation, transferring workers from one job to another and in general agitating workers to such an extent that they are daily demanding that they be permitted to strike against the intolerable conditions."

G-Men Probe Beating Of A. F. L. Men

MARION, N. C.—The Department of Justice has granted a request of the Southern Workers Defense League for an investigation into company-inspired mob violence against three union organizers distributing leaflets before a furniture factory here. The organizers were members of the United Brotherhood of Carpenters & Joiners (AFL).

Tobin Denies Conspiracy with Lewis

WASHINGTON, July 27—An assertion that Daniel J. Tobin, president of the International Brotherhood of Teamsters, A. F. of L., was not "conspiring with William L. Hutcherson (president of the United Brotherhood of Carpen-

ters) to bring John L. Lewis into the American Federation of Labor," was made today by the International Teamster, monthly organ of the Tobin union.

The article is headed "Tobin Wants Unity — Not Lewis." It states that it is made in reply to recently published statements from Washington to the effect that the chief of the carpenters' union was seeking to maneuver Mr. Lewis's return to the A. F. of L. fold.

Strikebreaking Mail Boxes Removed

KNOXVILLE, Tenn.—As a precaution against strikes, Knoxville streetcars carried U. S. letter boxes on their sides for 24 years since the device was developed as a means of breaking a strike by bringing workers under federal law if they molested or stopped scabs on the vehicles.

On June 30 the company officially announced that it had discontinued the practice on orders of the Office of Defense Transportation.

Uncle Sam paid the transportation line \$1 a year for picking up mail at every designated car stop. Letter writers simply walked to the side of the car and dropped their epistles in a conveniently located slot. Mailmen emptied the boxes at the end of each run.

In recent years, with the development of the bus, the Knoxville busses also provided traveling mail boxes as an anti-strike measure.

U. M. W. Buys Daily Newspaper

GLACE BAY, N. S., July 28—The sale of The Gazette, Glace Bay's only daily newspaper, to the District 26 organization of the United Mine Workers of America was disclosed today in a front-page announcement in the paper.

The union purchased the 42-year-old afternoon paper from A. D. MacNeill, its owner and managing director for twenty-five years. The purchase gave the U. M. W. its first daily publication in Canada.

ON CLOTHES!

If you are not claiming more than \$150 for loss of personal effects, you do not have to bother making out an itemized list.

U-BOAT HIJACKS SHIP'S FOOD, OIL

MIAMI, July 28.—Capt. Walter Crosland told the Navy yesterday how an Axis submarine hijacked his 55-foot motorship Gertrude, stripped her of supplies and sank her within sight of the lights of Havana Harbor.

Crosland said he was transporting 40,000 pounds of onions and canned goods from Miami to Cuba, on a night run, when a voice boomed out of the darkness:

"Abandon ship immediately." "It sounded like it came over a loudspeaker," Crosland said.

The sub's crew boarded and rifled the ship, he related, blowing it up after about an hour's work.

In addition to the food, the U-boat also got a quantity of Diesel fuel oil and a drum of cylinder oil.

Portuguese Ships Limited By Nazis To Baltimore Port

Under what shipping authorities called a "verbal navicert" system, German blockade authorities told Portuguese shipping companies that all their ships sailing for the United States "must go to Baltimore instead of New York."

Portuguese shippers said that in view of the German stand "we shall not be able to ship more cork because Baltimore is congested and unable to handle such merchandise at present."

Although German blockade authorities issue no papers to ships sailing from Portugal, the companies must contact them and follow their instructions regarding routes and ports of call as well as the freight and persons they carry, or else "sail at their own risk," it was said.