



# SEAFARERS LOG

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



VOL. IV.

214

NEW YORK, N. Y., AUGUST 20, 1942

No. 29

## Committee Set Up To Distribute Fur Vests

At last the sailor's dream has come true. Low and behold, we have in the offing a fur lined vest to be given for the use of Seamen at absolutely no cost to him. However, when we say to be given to him, possibly we should explain more in detail.

When a man goes aboard a vessel that is on a cold run he may present himself to the Master and ask that he have the use of a fur lined vest. He will be allowed to use the vest while he is a member of that crew, 'BUT' before he leaves the ship he will be required to turn the vest back into the Skipper or the Steward.

These vests are being supplied by the Fur Industry. This group of patriotic citizens have banded themselves together in the hopes that they can be of slight service to the ever forgotten Man (Seaman).

We had quite a discussion on this matter. This committee of the Fur industry contacted us through a Mr. Silverberg who arranged a meeting in the Hotel Pennsylvania. Luncheon was served and among those present were the Committee from the Fur industry, Mr. White, the Chairman; and Mr. Silverberg, Captain Sheppard of the United States Coast Guard, a Representative of the N.M.U. and myself for the S.I.U. It was pointed out during the meeting that the Committee was trying to achieve a certain goal of 50,000 garments, and in our opinion if they produce that number that will be enough to give every bonafide seaman in the industry a vest.

Believe you me, I think that the Fur Industry will have the gratitude of the entire seafaring field.

—H. J. COLLINS

## Toledo Yard Builds Lakes Ice Breakers

TOLEDO, Aug. 9.—In an effort to keep the Great Lakes open in the winter for the movement of badly needed iron ore and coal, several ice breakers, which are described as capable of breaking 9-foot ice, are being constructed in the yards of the Toledo Shipbuilding Co. here.

Contract for the largest ice breaker ever built on the Great Lakes and equal to size to the 5,950-ton, ice-breaking ships built on the coast in 1941 for ocean service, has been awarded to the Toledo Co., Coast Guard headquarters in Washington has announced.

The Detroit ferries, the LaSalle, the Cadillac and the Halcyon, also are in dock at the Toledo yards awaiting conversion into auxiliary ice breakers.

## Week's Ship Losses Show Sub Shift

Seven Allied merchantmen were destroyed by enemy undersea raiders in the Western Atlantic, announcements last week disclosed, as the Axis submarine net in that area appeared to be slowly shifting southward and east out of the United States East Coast and Caribbean warship - escorted convoy lanes.

The deaths of fifty-six seamen were reported last week, but 134 others were rescued and safely landed at United States, Caribbean and South American ports.

Sinkings since August 9 included two British vessels, two Dutch, two Cuban and one Norwegian, boosting to 426 the tall of announced ship losses in Western Atlantic waters since Pearl Harbor.

The tabulation:

Week	Since Pearl Harbor	Aug. 9-15
Off the United States	171	0
Off Canada	41	0
In the Caribbean	139	0
In Gulf of Mexico	43	2
Off South America	32	5
	426	7

# Nominations For 1943 Office Will Open On September First

Candidates for regularly elected union offices are required by the Constitution to submit to headquarters, proof of their qualifications between September 1st and October 15th. The regular nominations take place at the branch meetings the last two weeks in September.

The SIU Constitution provides for the utmost democracy in the selection of of-

## N. Y. Information Service Inaugurated For Merchant Seamen

Large posters announcing the establishment of a free information service for all merchant seamen in the Port of New York have appeared in the last day or two on all New York City and Brooklyn docks.

A merchant seaman arriving in port need only phone GRamercy 7-8866 at any time between nine in the morning and ten at night in order to get any information he wants, particularly in regard to lodgings.

The service is administered by The American Seamen's Friend Society.

officials. Any man (possessing necessary qualifications) may nominate himself for any office in the Union. Two full months are allowed for voting, thus insuring the rights of the membership to cast their ballots.

As for qualifications for office, each candidate should read and be thoroughly familiar with them before throwing in for any job. The elections committee has been forced, in past elections, to disqualify brothers because they did not comply with the Constitutional provisions. If you intend to run for office, you must:

1. Be an American citizen;
2. Be a full member of the SIU in continuous good standing for a period of 6 months immediately prior to the date of nomination;
3. Candidate for Agent or Joint Patrolman must have three years of

sea service in any department, candidate for departmental patrolman must have three years sea service in the particular department, and 4. Must not have misconducted himself previously if a former officer of the Union.

So that there can be no confusion in anyones mind about the entire election machinery and procedure, the Log prints below the Article XIII of the Constitution. These Constitution provisions will be run in the Log from time to time until the elections have been completed.

### CONSTITUTIONAL PROVISIONS FOR ANNUAL ELECTIONS

#### ARTICLE XIII

#### Nomination and Election of Officers, Atlantic and Gulf District

Section 1. The regular officers shall be elected annually and shall hold office for one year, or until relieved by their regular successors in office.

Section 2. Nomination of regular officers shall be made at all branches in the regular meeting held during the last two meetings in September. Any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualifications listed in sub-sections (a), (b), (c), and (d); his intentions to run for office, naming the particular office. Such notification to be in Secretary-Treasurer's office not before September 1st, and not later than October 15th of the year.

The names and roll-numbers of nominees, if obtainable at the time shall be recorded in the minutes. The Secretary-Treasurer shall prepare a list of names of nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All full members shall be eligible for any regular office, provided:

- (a) That he is a citizen of the United States of America.
- (b) That he be a full member of the Seafarers' International Union of North America, in continuous good standing for a period of six (6) months immediately prior to the date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one or three departments. Any candidate

(Continued on Page 4)

## DUTCH UNIONS HAVE SHOWDOWN WITH BOSSES AND GOVERNMENT

After four months of fruitless negotiations, officials of the Dutch officer and seamen unions yesterday morning notified the Netherlands Government that 500 members had voted Monday night to refuse to take their ships to sea until an agreement on present working conditions was reached and assurance was given on post-war economic status and social security.

Union officials declared that the men were incensed over "interminable and unjustified delays" on the part of the Netherlands authorities and that the officers and crews of Dutch vessels in New York harbor and other American ports would keep their ships in port until the Netherlands Government shows good faith in its dealings with them.

Union spokesmen took great pains to point out that the refusal to take the ships out of port was not to be construed as a strike or that the men were already on strike. The Dutch ships, they said, will be loaded, worked and serviced as heretofore, and nothing will be done to interfere with the shifting of the vessels within the harbors. However, until some satisfactory agreement on higher basic wages and conditions aboard ships is reached, the vessels will not be taken out to sea. At present the monthly basic wage is \$40 for seaman and \$120 for a first mate, on which rises of 60 and 20 per cent, respectively, are sought.

Notice of this decision was served yesterday morning on A. B. Speakenbrink of the New York office of the Netherlands Ministry of Industry, Commerce and shipping. Mr. Speakenbrink refused to comment, saying that he had

referred the matter to his government.

The announcement of the men's position was made yesterday afternoon in the offices of the International Transport Workers Federation, 21 Pearl Street, by P. Boonstra, representing the Netherlands Officers Organization, and P. J. Vandenberg and J. J. Vendeville of the Netherlands Central Transport Workers Union.

"Our men are unprepared to take the ships out to the open sea and expose their precious cargoes and their own lives to sudden destruction until we have convincing proof that the Netherlands Government is willing to sit down with the men in good faith and reach an understanding acceptable to all," their joint statement said.

"This is not the time to ignore the demands of seamen and treat them with silence and contempt. Nor do the Dutch seamen ask for special treatment. Our officers and men have kept quiet notwithstanding interminable and unjustified delays, no improvement in their basic wages since the beginning of the war, and the fact that the shipping spokesmen of the Netherlands Government saw fit to drag out the negotiations over a period of four months.

"When P. A. Kerstens, Netherlands Minister of Industry, Commerce and Shipping, returned almost three weeks ago to England he promised an immediate answer after we had warned him of the temper of the men. No answer has been received. It is understandable therefore, that our men do not wish to be treated in such a manner and it is equally understandable why they have taken the only action open to them."

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

Affiliated with the American Federation of Labor

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

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"  
 P. O. 25, Station P, New York, N. Y.  
 Phone: BOWling Green 9-8346

**RESOLUTION TO APPEAR ON  
 1943 BALLOT**

Whereas: At the present time the seamen of America are making more money than ever before in the history of the seamen;  
 Whereas: When the present war is over the seamen will again be engaged in a fight for existence with the shipowner who at the present time is filling his war chest in preparation for the coming struggle, and  
 Whereas: The history of the seamen's labor movement proves conclusively that after such an upheaval as at present is going on in the world, they are always throttled and browbeaten—as for instance 1921 and the Lake Carriers set up, and  
 Whereas: The 1934 and 36 and 37 strikes proved the need of ample funds when engaged in a major strike, therefore  
**BE IT RESOLVED:** That the Constitution shall be amended by adding a section to Article No. 26, this section to be known as Section No. 8. A strike fund shall be maintained, the strike fund to be kept separate and apart from any or all other funds in the Union. An annual assessment of \$3 shall be levied for this fund. And further,  
**BE IT FINALLY RESOLVED:** That if the members accept this resolution, it be published from time to time, as space permits, in the Seafarers' Log before the time of the election. This is to acquaint all members with the intent of the Resolution. And further, that the resolution shall be placed on the annual election ballot.

(signed) Alfred Stewart No. 764  
 Adalbert Gawronski No. 21265  
 William Hamilton No. 3400  
 Harry J. Collins No. 496  
 Arthur Thompson No. 2888

**STRIKE BROKEN BY NAVY.**



Workers at General Cable Company, Bayonne, N. J., read notices that the Navy has taken over. The strikers, members of the International Brotherhood of Electrical Workers, (AFL), were out for four days over N.W.L.B. order denying a raise.

**Russian Ship Sunk  
 In Gulf of Mexico**

The sinking of a medium-sized Russian merchant ship in the Gulf of Mexico—first of that nationality reported torpedoed in that area—was announced by the Navy.

Two women crew members and six seamen were killed in the encounter with the Axis submarine on July 4. With the sinking of the Soviet vessel, announced Allied and neutral ship losses in the Western Atlantic since Pearl Harbor reached 408, an Associated Press compilation disclosed.

Included in the total were nine united and neutral nations' ships which were reported last week as sunk. Two other merchant vessels were damaged by torpedoes approximately 50 miles off the East Coast. Thirty-two seamen lost their lives in the encounters with the undersea raiders but more than 320 others escaped. Twenty crew members were reported missing.

Survivors of the Russian ship—numbering two women, two British gunners and thirty-two other seamen—said four torpedoes smashed into the vessel. All of the survivors were picked up by a Swedish merchantman and later transferred to a United States naval ship which brought them to an East Coast port.

**5 BRAZILIAN SHIPS  
 SUNK BELOW BULGE**

Sinking of five more Brazilian passenger and cargo ships by Axis submarines, including one that was carrying soldiers, was announced yesterday by the Brazilian Government at Rio de Janeiro as our Navy Department announced two other sinkings, Panamanian and United States merchant ships. The latter were sunk after a five-day lull in which no new sinkings of merchant ships had occurred in American waters, a period without precedent since mid-January.

**Seafarers' Log-**

**HONOR ROLL**

S. S. ALCOA RAMBLER .....	\$ 41.00
J. KELLOGG .....	5.00
S. S. ROBIN DONCASTER .....	30.00
J. DUNN, No. 21401 .....	2.00
<b>TOTAL .....</b>	<b>\$ 78.00</b>

**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.

**AFL OPPOSES  
 PAY-CZAR PLAN**

CHICAGO, Aug. 7.—The American Federation of Labor is aligned with the CIO in opposing creation of a new super-agency to control wages.

Urging that settlement of wage disputes remain in the hands of the War Labor Board (WLB), William Green, AFL president, yesterday said the Federation objected to "interference" by other Government agencies with the WLB.

**New Facilities to Speed  
 Phila. Turnarounds**

PHILADELPHIA, Aug. 4 — Completion by the Pennsylvania Railroad Co., of the superstructure on Municipal Pier provides the railroad with "its most modern marine rail terminal in the Philadelphia harbor," according to Edwin R. Cox, Director of Wharves, Docks and Ferries. He said it will also provide additional facilities at this port for the quick "turn-around" of ocean-plying ships.

The new superstructure, built by the Pennsylvania Railroad Co., the lessee, will cost upward of \$600,000 and will revert to the city in ten years. Director Cox said the City of Philadelphia has demonstrated its confidence in the port by its investment of more than \$40,000,000 in waterfront improvements, and has constructed "the most up-to-date group of municipal piers to be found in the world."

**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.**

**Editor's Mail Bag**

August 4, 1942. operation.

Editor, Seafarers' Log

Dear Brother:

We wish to take this opportunity of thanking you for the splendid cooperation which you gave to our Union in our efforts to organize the Pioneer Division of the BORDEN COMPANY. Your interest in our campaign and the publicity which you gave and are continuing to give to our organizing drive are indeed gratifying.

May we ask you to continue your efforts to publicize the fact, to your membership that the BORDEN COMPANY which manufactures ice cream products under the names of HORTON, REID'S, BORDEN, RICCIARDI, FUSSEL and POLAR, is a non-union company which manufactures its products under non-union conditions.

We once again urge you and your membership to refrain from purchasing ice cream products manufactured by this company, inasmuch as your efforts in this connection will be of invaluable assistance to us in improving the wages and working conditions of the ice cream employees in the Metropolitan area.

We wish once again to thank you for the good will which you expressed in publicizing this information and we trust that you will continue your splendid co-

Fraternally yours,  
 Thomas J. Beione,  
 Secretary-Treasurer  
 Ice Cream Drivers and  
 Employees Union, No. 757

July 29, 1942

Editor, Seafarers' Log

2 Stone Street,  
 New York, N. Y.

Dear Sir and Brother:

I have been receiving the Log regularly since my request for same, and wish to take this opportunity to convey the deep appreciation felt by all of our Union brothers up here.

The copies of the Log that are received up here go like wildfire—they're all so anxious to read up on the general information of our organization as is contained in the Log.

Am enclosing a few verses, written by myself, as a kind of "honor" to the men (especially of our organization) who go to sea in these turbulent times. Hope you can use it!

Looking forward to each and every edition of the Log,

I am, fraternally yours,

C. T. Skipper, No. 4509

U. S. Coast Guard Merchant  
 Marine Training Station  
 New London, Conn.

**WHAT'S DOING**

**Around the Ports**

**NEW ORLEANS**

See that things are all O.K. The stooges have recommended that the taxes on the corporations be lowered ten per cent to make up for this so that the Government won't be caught short, they, (the U. S. Chamber of Commerce) would have inaugurated a 5% holding tax from your wages and a 10% retail tax collectable on all transactions. The moral to this as I see it, is for all hands to become big executives so that there will be no wages, but that we can all collect big bonuses, and I don't mean the 100% kind for going to sea.

Things are slowing to a dead stop around the Crescent City. The only ships we see around here are the new ones. On this beef, when are the ship-builders going to rig something to where an oiler does not have to be crossed with a mountain climber to oil one of these Iron Maidens.

To see some fun, go aboard one of these new Beaumont built C-1-A's and watch the engineers chasing each other around the ship. Was on one the other day and all were sweating, but the ice box was fouled up and no one was doing anything about it.

We had a beef about the unlicensed Jrs. aboard these scows. Broke out the West Coast (Black Gang) agreements and even went so far as to check the NMU so-called agreement. We threw the last named out and settled for the M.F.O.W. Asked for it and thought that we had it. Company offered \$20.00 less than the West Coast scale, with the result that the legalized finks, the Cadets, are taking the Jrs. jobs. Strange as it may seem the Company was all set to put the Jrs. from the hall in the dinky little rooms where the usual unlicensed close quarters prevail. Now that the finks are aboard they are placed up on the top deck in the best rooms on the ship. Well, it just goes to show that the best is none too good for would-be sailors while the company can use them. But when their usefulness is over then where will they sleep?

It reminds me of a trip I made on the scow called the Western Queen. We were loaded down with work-aways for the round trip, all hands kissing the Mate's butt to get a steady job when she paid off in the States, with the result that when we got back they were all let go and another new crew of workaways were shipped for the next trip. I don't know how they made out but expect they got the same dose. I know that around this time, when the ships paid off, the A.B.'s pay was cut from the Shipping Board scale of \$62.50 to \$50.00 while the ship was loading on the coast. Then when you signed on foreign again it was raised to the scale. REMEMBER?

You lads that have come since, and don't remember, should take time out and listen to some of the boys that do. Shift ship at 6:00

A.M., noon and anytime between 5:00 P.M. and midnight, and Brother, if you wanted to stay aboard you were there to shift. You were also there to turn to at 8:00 A.M. and you didn't ask for overtime either.

To ship you either beat the docks or you sweated the fink-halls and after sweating long enough to put you where you figured it was about your time to ship, you would see some punk with a ten spot take your job — or some friend of a friend with a note from some farmer get the cream while you shipped on something that was diving bilges or some such thing. You didn't get overtime, just hell if you even looked as though you wanted it.

Brothers, if you don't expect to go back to the same sort of conditions with night work, prunes for desert, dried milk, and all such things, then now is the time to prepare to meet the shipowner when he tries to throw the chocks to you.

In case any of you guys don't know it, the manning scale of the M.C. calls for a third man in the cooking force if over fifty men are aboard the scow. This does not eliminate the galley man, but adds another cook.

Having beefs here with the company trying to dodge putting toilet articles (tooth-paste, shaving cream, etc.) in the slop chest. The angle on this is that the poor company can't get insurance on this (one hundred bucks worth will take care of a ship for a year's voyage) but they are willing to let the Stewards on the scows buy and run it. Asked if the Company shouldn't be willing to take a chance with the dough they are making, they state the Steward makes money on it any way, so should take the risk. No wonder we have millionaires. I'll stay in the hundred grand class.

Keep 'em Floating.

—"ARMY"

**BALTIMORE**

Business continues moderately good in this port but shipping is fast reaching the height of something or other with 228 brothers shipped in the past two weeks. The local shipyard is putting a new Liberty ship into service every sixty hours right now and shooting for a mark of one every 30 hours. Despite the number of members around the port, we've been unable to hold a regular business meeting for some time now. You can't blame the boys too much because the demand for men is so acute they just don't get much time to hang around attending meetings, etc., but for the good of the union we should have occasional, regular meetings and even, although we know it is against the constitution, we believe it might not be a bad idea to lower the quorum requirements for the duration. Either that or call a meeting

anytime a quorum shows up in the Hall.

Beefs lately have been along the usual lines with no great difficulty encountered in straightening them out. The matter of paying the crew of one of the Ore Boats for the difference in the short rations they got and what they were entitled too has been passed on to headquarters for the attention of the District Representative as it was stymied down here for lack of anyone in authority who could settle it.

Getting an agreement out of the local Hooper boys is proving to be a tough assignment. Bull Line gets the reputation of being tough people to negotiate with but you ain't negotiated nothing until you've had a turn with Cap'n Hooper of the Chesapeake Bay and all points east.

That shadow you see slipping down alleyways and peeking at you from the scuttlebutt is Bill McKay holding down the patrolman's job while John Vechio is on vacation. Brother Vechio will use part or most of his vacation trying to get an extra gas ration. Judging by the haunted look on the traffic cop's face and the succession of traffic jams that appear every time Brother Vechio hoves into sight, what he needs more than extra gas, is a car.

D. D. STORY, Agent

**SAVANNAH**

Had the S.S. (.....) drop in here from Australia this week. The whole crew paid off her but are still arguing about transportation money. The company claims they got in touch with the Navy Department in Washington and were instructed not to pay any transportation back to the coast. Texas Davis and O'Brien from Portland, happened to be on this ship and evidently had a good trip for I have only seen them one in three days.

At the present time I am looking for ABs, Oilers and Watertenders. It is even tough to get Ordinary Seamen now.

That's all for now.

—CHARLES WAID, Agent.

**BOSTON**

Everything going on as usual with many youths coming to the hall daily asking how can they get a job on a merchant vessel. Plenty of material here but untrained. At least four hours are consumed each day answering their questions and advising them.

All our veteran seamen that hit Boston complain about not getting shore leave on the other side and some state that they are kept aboard for months at a time while the ship's officers may go ashore at will.

If so, this condition should be remedied by the proper authorities

**SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT**

**Secretary-Treasurer's Office**

Room 213 — 2 Stone Street, New York City  
P. O. Box 25, Station F Phone: BOWling Green 8-8848

**DIRECTORY OF BRANCHES**

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	BOWling Green 8-8848
	Dispatcher's Office	BOWling Green 9-9480
	Agent	BOWling Green 9-3437
BOSTON	330 Atlantic Ave.	Liberty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	8 North 6th St.	Lombard 7851
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
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.**

There is a scheme afoot to get all merchant seamen into a uniform. Anti-union forces have informed the local papers of the worthiness of their plan and are attempting to formulate public opinion in favor of it. If merchant seamen are not allowed in USO quarters because they haven't a uniform, then they don't want that privilege. The brothers should take an interest in this matter and write the local papers informing them of reasons why merchant seamen don't need a uniform to make them qualified seafaring men.

△ △ △

Howard Guiner finally arrived in New York to tell us about some of the incidents that occurred aboard his ship when it was torpedoed. He led Winifred Grey through the crew passageway to the boat deck and told her to get into a lifeboat. She refused and thus was lost. Howard gives a great deal of credit to the men in the Deck department, through whose efforts all but twenty-five were saved. Two of the Defense workers were trampled to death by other frantic passengers.

△ △ △

Larie Owens, after being torpedoed on his first ship, came in to tell us how lousy the tin-can sailors are as seamen. They can't swim, and they just can't do anything right, according to his version. Larie Owens was a well-dressed man, after he secured the money for the loss of his gear.

△ △ △

We never believed that Matthews County men joined Unions, but we have one in our organization and he is a good Union man. James H. Ashberry is his name and he survived his first torpedoing. Brother Lynne Fields, stationed in an Army Technical School in Florida, inquired whether the Union could get him out of the Army. That's impossible.

△ △ △

John Saunders, back from a trip to the Persian Gulf, inquired about his brother, Roy. We regretted to inform him that his brother was lost two months before. Charles Wilson (who is well known by the Brothers in Philly), was recently lost on the Marymar, we'll all miss him. Ramon Morales, No. 7599, is stationed at Camp Edwards, Mass. After surviving two torpedoings, Brother Edward B. Rhodes was finally grabbed by the Army. He won't have to worry about being torpedoed any more.

as all seamen look forward to going ashore whenever they hit port. We need every encouragement and should not be discouraged.

**PERSONALS**

**NATHANIEL J. NEWSOME**  
Your local draft board is looking for you. Square things away as soon as you hit the beach.

**CHARLES L. THURBER**  
Get in touch with your mother at once. She is very ill at Greenville, Rhode Island.

**CARLISLE MOSS**  
Your book and discharges have been found and turned into the headquarters office.

**JOSEPH LANDWERSICK**  
Get in touch with your mother at once.

**H. FRANCAIS**  
Stop in Headquarters office next time you are in New York.

—JOHN MOGAN, Agent

**CHARGES UTILITIES RETARD NEW LIGHT**

(From the New York Times)

WASHINGTON, Aug. 18—The General Electric Company, the Westinghouse Electric and Manufacturing Company and more than 100 public utilities companies were accused today by John W. Walker, Justice Department attorney, of operating together to retard the development of fluorescent lighting throughout the country because it requires only one-third to one-half the current required for incandescent lighting.

Mr. Walker, member of the anti-trust division, charged before the Senate committee investigating patents that as a result of the companies' actions the lighting and power bills of customers in homes and industries were held at proportionately high levels, totaling \$2,665,000,000 last year, while a conservation of electrical energy which would aid the war production program materially was blocked.

"The principal factor that made it impossible for General Electric and the utilities to completely retard and control the development of the fluorescent lighting industry," Mr. Walker testified, "was the aggressive promotion of fluorescent lighting by an independent manufacturer, the Hy-Grade Sylvania Corporation, and the activities of this independent are the only barrier existing today to General Electric, Westinghouse and the utilities getting absolute control of the new industry and operating it solely in conformity with their own interests."

**MEN OF OUR MERCHANT MARINE**

There they wait in their Union Hall,  
In answer to their country's call,  
Those hardy men of the merchant marine;  
Awaiting the test of nerve supreme.

A call comes in for a sailor or two,  
Urgently needed by some tanker's crew,  
They're all anxious to get back to sea,  
And do their bit for liberty.

Where she's going none seem to care,  
There's one thing sure she's needed there,  
Be it to the islands, or the far off Russian coast,  
They'll take her there and bring her back, they boast.

It takes untold courage, to go to sea,  
Armed only with the Powers that be,  
Still these men do it day after day,  
They are our country's mighty stay.

There's not a slacker among these men of the sea  
Who fight for us all, and our liberty,  
They take them to they know not where,  
'Cause they know they are needed there.

Ducking and dodging and twisting at night,  
Not daring to show a bit of light,  
Lest some wandering sub, either Nazi or Jap,  
Blow their ship right off the map.

Many a torpedo has rung the bell,  
And blown some tanker right into hell,  
An explosive blast, a sheet of flame,  
What once was a ship is now only a name.

So here's to the men of our Merchant Marine,  
Whose equal for courage is seldom seen,  
They're taking them to they know not where,  
'Cause they know that they're needed there.

**Baltimore Asks Monument For Lost Brothers**

By D. D. STORY

From talking with the members and from the informal discussions that are always taking place around a union hall, it's easy to learn that most of the boys are feeling the loss of shipmates keenly and are groping around for some means of expressing their respect for the men who didn't come back. Seamen as a class are not emotional or soft-hearted, but it would be a tough customer who didn't feel bad about the loss of so many good men. Now and again somebody does something about it. Jimmie Stevens helped get a memorial service in a local church; a five foot floral anchor donated by members and inscribed "Shipmates at Rest" was taken aboard a ship

to be cast on the sea during her voyage; and a movement started by the men on the Calmar ships to create a fund to erect a plaque or monument to the men of the merchant marine is growing fast, with more than two hundred dollars already donated. We believe, however, that this last movement is too much for a branch agent to take care of and if anything is done along the lines of building a monument it should be on a national basis. The members are anxious to see this thing done. They are enthusiastic about donating and we can't turn them down. The money collected here makes a good start so what do you say fellows—shall we get together and make it a national affair?

**MONEY DUE**

Stewards department of S. S. Alcoa Cadet collect \$18.00 from Alcoa office, 17 Battery Place, New York City.

Newton Williams, 2nd Cook on S. S. Jean, paid off Aug. 7, collect \$14.85 at Bull Line office, 115 Broad Street, New York City.

Money for extra meals due the following men from the M. S. Blendheim: Edwards, Satchfield, Harold, Chong and Jack. Collect at 19 Rector Street, New York City.

**Barracks for Workers KO'd By AFL Unions**

PHILADELPHIA, Pa.—A plan of National Housing Administrator John B. Blandford, Jr., to erect barracks instead of decent housing for 500 Navy Yard workers here has been defeated by the combined efforts of the Building & Construction Trades Council, the Philadelphia Navy Yard and the Philadelphia Housing Authority.

The only excuse given by Blandford for his proposal was an alleged lack of building materials. James L. McDevitt, business manager of the building council and president of the Pennsylvania Federation of Labor, pointed out that it takes almost as much material to build barracks as it does proper housing.

"No one," McDevitt asserted, "knows how long the war will last. Certainly it will not be a short war. And even after its close, we will be unwilling to shut down our entire war production program over night."

"With this in mind it seems unreasonable to erect a lot of flimsy and unsafe sheds and expect war workers to live in them without privacy of any kind."

**DO NOT SHIP**

(under any circumstances)  
WILLIAM E. FARRELL. No. 6089  
JAMES MARVIN HART  
L. J. CANNON ..... No. 20284  
WILLIAM SCHWARTZ

**Rules on Personal Effects:**

IF YOUR SHIP IS SUNK AND YOU LOSE YOUR GEAR, YOU ARE ENTITLED UP TO AND INCLUDING \$250 COMPENSATION ONLY IF YOU HAVE MADE OUT A LIST AND VALUATION OF YOUR BELONGINGS AND FILED IT WITH THE SKIPPER BEFORE SAILING. FAILING THIS, YOU ARE ENTITLED UP TO AND INCLUDING \$150. IF YOU FAIL TO LIST AND FILE YOUR GEAR, THERE IS NOTHING THE UNION CAN DO TO AID YOU TO COLLECT MORE THAN THE \$150.

**Rules on Death Benefits:**

ALWAYS NAME A BENEFICIARY FOR YOUR \$5,000 GOVERNMENT INSURANCE IN CASE OF DEATH AT SEA. MANY CASES HAVE BEEN HUNG UP FOR MONTHS BECAUSE OF THE FAILURE OF A MAN TO NAME A BENEFICIARY. PROTECT YOUR FAMILY BY NAMING A BENEFICIARY!

**Nominations For 1943 Office Will Open On Sept. First**

(Continued from Page 1)

for departmental patrolman must have three years sea service in their respective departments. Sea service as specified in this article shall mean on merchant vessels.

(d) He has not misconducted himself previously while employed

**General Pay Rise Is Denied To 21,000**

WASHINGTON, Aug. 18 — The National War Labor Board rejected unanimously today a proposed general wage increase of 10 cents an hour for 21,000 employees of the Western Electric Company at Kearny, N. J., but approved rises of 3 to 5 cents an hour, retroactive to June 1, for workers receiving less than the standard rate in ten wage classifications.

The board said the general wage increase demanded by the unaffiliated Western Electric Employees Association, Inc., would be "contrary \* \* \* to the national program for wage stabilization."

PITTSBURGH, Aug. 19 — Committeemen of the Aluminum Workers of America, led by their president, Nicholas A. Zonarich, sent a telegraphic demand to the War Labor Board tonight for an "immediate explanation of its decision refusing pay increases to employees of the Aluminum Company of America."

The action followed a three-hour conference called to discuss the insistence of the union membership that a general strike be called in the aluminum industry. Decision on the strike demand was deferred and the meeting recessed until tomorrow morning. Mr. Zonarich said Army representatives would be asked to attend a second session in the afternoon, at which a decision might be made on "what further steps we are to take."

Ben Fischer, research director of the union, said the WLB would be asked to explain how it reached the decision that aluminum workers had received more than a 15 per cent wage increase since Jan. 1, 1941, which he said was not conceded as a fact by the union. Extension of a night shift "premium" system to all Alcoa plants, while not making it retroactive to Feb. 10 as the union had understood it would be, also requires clarification, Messrs. Fischer and Zonarich stated.

as an officer of the Union. Section 3. A committee consisting of six full book members in good standing, two from each department, shall be elected, whose duty it shall be to prepare the ballot.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Secretary-Treasurer or the Committee on Candidates prior to the 15th day of October of each year. Nominees who shall fail to comply herewith shall be regarded as having declined the nomination. Ballots shall (a) bear the name of the Union, the month and year of election and instructions to votes; (b) bear the names of eligible and duly qualified candidates for each office arranged alphabetically with voting squares to the right of names; (c) have one blank line for each office in which member may write the name of any member whose name does not appear upon the ballot who must be qualified under the provisions of Section 2 of this Article; and (a) be perforated at the upper edge and perforated stubs numbered consecutively, beginning with No. 1. The Secretary-Treasurer shall cause to be printed, and shall forward to each Branch and retain for use at Headquarters, a sufficient number of ballots, and shall keep a record of the numbers of the first and last ballots so forwarded and retained. None but official ballots shall be used in any general election.

**Trucking Concerns Spurn Pay Demand**

The Merchant Truckmen's Bureau of New York yesterday rejected as "preposterous" the demands of three locals of the International Brotherhood of Teamsters for a new contract which the trucking interests estimated would involve wage increases of 40 per cent. The employers suggested that the union revise its demands to bring them "within the scope of reason."

Later a union spokesman expressed surprise that the bureau had made public its letter of rejection without consenting to sit down with teamster representatives to discuss terms.

John J. O'Rourke, a member of the union's wage scale committee and president of Local 282, declared that the brotherhood for two weeks had been trying to arrange a conference with the Merchant Truckmen's Bureau. He explained that any action by the union would await the return to the city of Michael J. Cashal, international vice president, and other officers attending the State Federation of Labor Convention in Rochester.

The agreement covering 10,000 drivers engaged in general trucking here expires on Aug. 31. William S. Devery, president of Local 807, acting as chairman of a joint wage scale committee for Locals 807, 282 and 816, submitted a proposal to the employers that they sign a new agreement effective Sept. 1.