



Workers To Face Decisive Struggles

EDITORIAL

Just as the storekeepers gave themselves Mothers' Day to stimulate off-season business, so the Government by ukase has given us Labor Day to glorify the American worker, a poor sucker on the other 364 days.

On the first Monday in September, every paper in the country ditches its anti-union editorials and devotes a page to dripping eulogies on the "dignity of labor," hinting, however, that the boys should not take these droolings too seriously.

On the first Monday in September the industrialists, politicians, and the labor-baiters join in the mass chant and fall all over themselves to praise labor and labor's sacrifices.

All this on the first Monday in September. On the first Tuesday in September the assorted industrialists, politicians, and the labor-baiters fall all over themselves to make sure that labor continues to make sacrifices, and to heap indignities upon the same "dignified" working stiff.

This is the traditional Labor Day, as the operators would have it—a day off with pay as a reward for servility, one rousing chorus of "For He's a Jolly Good Fellow!" and then back to the "normalcy" of smashing labor and labor's gains. This is as they would have it—and will have it, unless labor itself takes a hand in the proceedings.

Labor Day can be turned from a Government and operator sponsored holiday into a genuine day for the workingman.

Labor Day, 1945, can mark a new era for trade unionism, the gateway to new gains, better conditions and greater security. Critical times are before us, and how they are finally resolved depends on what we do now. This Labor Day can be made into a genuine day for the rededication of labor—a day for organizational strengthening and streamlining; for the laying of plans; for a determination to throw off the weakening yoke of governmental interference with normal unionism; for a determination to get for labor the things to which it has rightful claim.

We in maritime know that the time of struggle with

(Continued on Page 2)

THEY NEED JOBS



This lineup is in Boston, but it happens daily in U. S. Employment Service offices throughout the country. Made jobless by the war's end, thousands of workers stand in line for hours to register for work or unemployment insurance. (Federated Pictures)



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Seafarers' International Union of North America

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WSA-RMO Control Of Seamen's Papers Abolished; SIU Victory

MWEB Is Warned On Further Cuts

By JOHN HAWK

On August 23, 1945 Brothers Dushane, Weisberger and I represented the Seafarers International Union and the Sailors Union of the Pacific in Washington, D. C. at that meeting called by the MWEB to discuss adjustments in the War Risk Bonus and War Risk Insurance. Your representatives reiterated the union's previous position to the effect that the Board was acting illegally, plus the fact that since the last reduction of the War bonus, thousands of seamen have left the industry and that ships have been delayed for that reason.

WARNS SEAMEN MAY QUIT

The MWEB was also warned that any further reductions in the war bonus, which is actually the take home wages of seamen, would mean thousands of more seamen would leave the industry and the net result would be ships laying idle for lack of crews.

It was made clear to the MWEB that the responsibility for ship delays would rest squarely upon their shoulders and not upon the Union. It was also pointed out that we still had a job to do to keep our boys in the Pacific and European areas supplied with foods, clothing, etc. and to bring the boys home from the war fronts as speedily as possible.

"HEROES IN DUNGAREES"

We also pointed out that these same merchant seamen during the war were highly praised for the good job they did and were commonly called "Our heroes in dungarees," but now that the war is over this is one hell of a way for the Government to show its appreciation to these seamen and their families.

Your Committee made it clear to the MWEB that the Government paid this bonus and that cutting the bonus would not reduce the Government expenses

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Victory capped the SIU drive against government bureaucracy and red-tape last week when control over the issuance of seamen's papers was taken from the RMO and returned to the U. S. Shipping Commissioners. This was a reform demanded by the SIU for over two years. In the past all applicants for seamen's papers had to be screened by the RMO. This practice meant that the RMO simply refused to approve many qualified men for papers in key ratings, since this agency was interested in boosting attendance at its "tin can sailor" schools. Now, as before the war, the

SIU will be entitled to send men directly to the Commissioners and request the issuance of papers based upon an immediate job available for the applicant.

The union has pointed out many times that periodic shortages of seamen was due in great measure to the restrictive power given the RMO during the war emergency. The SIU, through President Lundberg, had even filed a suit in court against Admiral Land, Commander Woesche and Edward Macauley for superceding their authority in stopping American citizens from going to sea.

The Draft Still Works

Regulation changes in Selective Service, Passports and Certificating Rules which have done considerable hamstringing in the past, are gradually being eased now that the war has ended in the Pacific. It might be well if SIU members clip the following article for reference until more information becomes available.

SELECTIVE SERVICE

Under 26 years of age regulations continue as in the past. Seamen in this age group who leave the industry are liable for Army service unless they clear with the WSA and Selective Service and

prove personal hardship or medical problems which require their presence ashore.

All ages are concerned with the provisions of Public Law 87 if they seek to return to their former federal, state, or municipal Civil Service jobs, or some of the large corporations. These jobs will require a certificate of continuous service, which will be issued by the WSA, and will apply in the same manner as veterans discharge papers. The emergency has not yet been declared over by the President, therefore these certificates will not be issued without proof of hardship or health reasons for leaving the industry. (These certificates will probably be used for benefit eligibility if and when we get the seamen's bill of rights passed.)

PASSPORTS

The wartime regulations making it mandatory that all seamen have passports, has been lifted. Those who have already applied will receive them but passports will no longer be needed by seamen.

CERTIFICATING

The wartime restrictions placed upon the "certificating of entry ratings" has been lifted. This means the end of entry ratings through training schools and a return to on the job training through daily work aboard ship.

PROBABLE UNEMPLOYED BY DECEMBER, 1945

GOVERNMENT	
WAR AGENCIES	400,000
SHIPYARDS	600,000
ORDNANCE PLANTS	1,000,000
AIRCRAFT	1,100,000
METAL, CHEMICAL, RUBBER INDUSTRIES	3,800,000
TOTAL (ESTIMATED)	6,900,000
ESTIMATED RE-EMPLOYED	700,000
REMAINING UNEMPLOYED	6,200,000

SEAFARERS LOG

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Labor Day, 1945

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the operators is fast approaching. The shipowners have made no secret of the fact that they are out to smash the SIU, and go back to the dearly remembered open shop, fink hall days.

For the Seafarers, Labor Day is more than a day of corny speeches and insincere flattery. It is the day for self-examination; for the renewal of its pledge that wages and conditions of the working seamen must and will be bettered, and that freedom of action must be returned to the merchant seamen.

For the Seafarers, Labor Day 1945, is a pause for the drawing of breath, for the strengthening of our lines, for the re-arming of our membership so that we can be better able to go out and get ourselves the pie that the speech-makers promise in the sky.

The Waterfront Disrupters

Merchant seamen have been plagued with stool pigeons, stooges and disrupters since the beginning of history. Militant and proud by temperament, they have been the object of continual warfare by their enemies. The year of 1945 is no exception.

Shipping is an industry vital to the nation's economy. It is also an industry from which flow millions in unearned profits into the pockets of the shipowners. A servile labor supply is, therefore, a primary aim on the part of the Washington bureaucrats and the waterfront barons. They will stop at no expense or effort to smash honest maritime unions.

Considering the odds, it is nothing short of amazing that the seamen have been able to build such honest hard-hitting unions as the SIU and the SUP.

But once such a union is built it does not continue to serve its function automatically. It must be continually cleansed of stooges and guarded from disrupters.

One of the greatest sources of infection on the waterfront today is the Communist Party. This movement is doubly dangerous to the seamen because it is within the camp of labor and speaks with workers' words. It is the Trojan Horse of maritime.

After their recent convention when they changed their line, the Communist Party of America signified its intention of working its way into the American trade unions. It even went so far as to move some of its union officials out of the underground where they had been lurking while posing as "honest progressives" and placing them on their national board. Among these "exposed" to the clear light of day was Blackie Myers, Vice President of the National Maritime Union.

With this "revolutionary turn" we can assume that the NMU will intensify its fight against the Seafarers; first because the Communist International has always had its strategic eye on transportation, and then because the SIU is directly opposed to the commies on the waterfront.

What then is the record of the communist National

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

On arriving back from the Chicago meeting, I was confronted with a number of outport beefs and slowly but surely these beefs are being squared away. The beefs concerning the American Liberty Lines will be worked on as soon as Mr. Hill, who seems to be the complete authority on disputed overtime for this outfit, comes back from his vacation.

This vacation racket has been a headache to me as every time I call an office for the main guy I get the old run around that this bird is on his vacation. And no one seems to have any authority to settle the beefs but that certain guy I ask for. Of course, this is the old crap that these guys try to get away with during the summer months. However, I catch them sooner or later, and then we go to bat and get these beefs squared away.

I am expecting the good ship Colabee in New York very soon, and I certainly will be very glad to see her, as I have a number of beefs to settle with that baby. There's nothing like settling these beefs right on this wagon, since I'll have the skipper there for verifications. All the items listed below will be in the *Seafarers Log*, and the ports involved have been notified.

The last voyage of the Alcoa Voyager, all hands have an attack bonus coming; collect at Alcoa, 17 Battery Pl. The Cape Comfort paid off in Norfolk: Various members of the stewards department have extra meal money coming; collect at Calmar, 44 Whitehall St. The SS A. Rosenberg paid off in New Orleans: Extractor beef was settled and

Maritime Union? During certain periods, on certain issues, they have put on a good fight and by doing so attracted a good fighting element. But these militant periods came only with the approval of Russia. During the recent years their policy has been based on being shipowners' stooges, because Russia's interests demanded non-interference with shipping. Worse, they have been the lowest form of stooge there is—a tool of the government. Throughout this last period they have been the main supporters of the RMO and its fink halls, and of the Coast Guard and its gestapo tactics.

The SIU is opposed to the NMU not only because they are Communists, or because they are "revolutionaries" but because of their tactics on the waterfront. We are opposed to them because they begged the WSA to take over the control of shipping, because they got on their knees before the shipowners; because they sabotaged the fight for higher wages and bonuses.

In our book the NMU is a phony union, not because from time to time they spout militant language, but because behind these militant words they bend the workers to the will of Communist partisan politics.

The Communists profess to be revolutionaries, but in reality they are far from that. Their role on the waterfront has been a contemptible one. Far from being the "savior of the working class" the party worked directly against the interest of the seamen.

The showdown between their collaborating, political unionism and militant, waterfront action of the Seafarers is bound to come soon. There is no place for sell-out tactics on the waterfront, and when that day comes the NMU will fold up with a whimper. The Seafarers will welcome this showdown. We will ask no quarter and give none. It will be a fight to the finish, for there is no room in this industry for fink "unionism."

"RECONVERSION"



men involved can collect 88 hours each at the Robin Line, 39 Cortlandt St.

The SS William B. Wilson paid off in San Pedro in November 1944: Albert A. Castle has \$23.40 due; collect at Eastern in Boston. From the SS Dinand, Charles Schuck has \$21 due; collect at Eastern in Boston. The SS Daniel Williard paid off in Portland Maine: All hands have one weeks linen money due; Richard Voelz has adjusted overtime due; collect at Calmar. The SS William Moultrie paid off in Seattle: All hands have ammunition money coming, collect at Robin. The SS Richard Bassett paid off in Norfolk: Day work Stewards have coffee overtime due; collect at Bull Line, 115 Broad St.

Notice to all hands: When you write to the various companies for money due, you receive a voucher and check. In order to keep the records straight, be sure to sign the voucher and mail it back to the company office. All the above can be collected by writing or appearing in person at the various companies involved.

Customs Warns On Smuggling

Merchant seamen were warned this week that all merchandise landed from ship in American ports is subject to strict custom regulations, and that severe penalties will be slapped on those who ignore them. The habit of many men to bring back all sorts of war souvenirs and carrying them ashore on the assumption that they were free of custom jurisdiction, was given as the reason for the issuance of the new directive by the office of the Collector of Customs in New York.

Collector of Customs Durning called attention particularly to the following two paragraphs of the Tariff Act of 1930:

"Any member of the crew of any such vessel and any person who assists, finances, directs, or is otherwise concerned in the unloading, bringing in, importation, landing, removal, concealment, harboring, or subsequent transportation of any such merchandise exceeding \$100 in value, or into whose control or possession the same shall come without lawful excuse, shall, in addition to any other penalty, be liable to a penalty equal to the value of such goods, to be recovered in any court of competent jurisdiction, or to imprisonment for not more than five years, or both. (R.S. s. 3062; Aug. 5, 1935, c. 438, Title II, s. 208, 49 Stat. 526.)"

Section 23.4, Customs Regulations of 1943:

"ARTICLES LANDED BY SEAMEN.—(a) . . . any article which is to be taken ashore by a seaman or officer of a vessel shall be declared and articles which are not properly declared shall be considered as having been unladen without a permit, subjecting the offender and the master to the penalties provided for in section 453, Tariff Act of 1930. . . . if at any port or landing place the situation is such that no danger to the revenue will result therefrom, the article may be submitted for examination and the declaration made at the customs office on the pier. . . . if the circumstances under which the articles are landed indicate an attempt to avoid customs inspection, the penalties prescribed in such section 453 shall be assessed."



By PAUL HALL

We are getting lots of first-trippers on our ships due to the fact that some of our men have been leaving the industry and going ashore since V-J Day. This means, of course, that we have a big job ahead of us in educating these new fellows in the union way. This applies especially to the men of the stewards department.

In those blown-up ships bringing troops home, we find almost all of the stewards departments composed of green men. Not only are they green in the way of their jobs, but also they are green in the way of unionism. These fellows have got to be worked on and shown how to operate both in doing their jobs and in their shipboard activities—the union way.

Every ship's crew should work together in the education of these men. Meetings should be called aboard ship frequently, and the policies and program of the union discussed thoroughly. You just can't depend on these guys to be educated at the time of shipping out. It is true they can be given some instructions and information when they make their first SIU voyage on a trip card, but this is no way gives them a thorough education.

The real way to do this is through shipboard meetings and activities. Hold those meetings! Discuss those problems! Educate these men! Thus, not only will we bettering our organization internally and make it run more smoothly, but we will have better crews when our battle with the shipowners and the fink halls comes up. Only an educated and smart membership can fight a good fight. It is up to every SIU man to see that we are prepared.

THE FIRST SHOT

The opening gun in the coming fight between the RMO fink halls and the union has just been sounded. The RMO in the port of New Orleans is trying to work with the shipowners to force the union to use more of their finks. Fortunately the hard fight we made to lift the restriction on seamen's papers had been won. Starting several days ago, the union can now obtain seamen's certificates for men who have not been to sea. This means that in a very short while we will be absolutely independent of the RMO fink halls for manpower.

Let's all get set for a real finish fight with these people. The Seafarers has never fooled itself as to who its very biggest enemy is in this industry. There has been no question at all that the biggest enemy of this union is the biggest enemy of all unions.—The RMO fink halls! We know that just as soon as we take the shipowners on in a battle, the fink halls will be there to supply the scabs to sail the ships.

Now we are going through a period of readjustment to peacetime operations, but we must prepare to put these people out of existence. For if we do not, we will find ourselves as did the seamen's unions after the 1921 strike—out of existence.

We suffered a kicking around from the RMO for quite a period during the war, and we are constantly being put in bum positions by them. They have attempted in many ways to cause the Seafarers trouble. In several instances they damn near caused us irreparable damage. Now let us see how things will be. Let us get our union in tip-top trim, then let us go in and take these people on for a finish fight.

BETTER LAYOUT ON SECOND DECK

The membership in the port of New York has complained several times because of the lack of counter space on the dispatching floor. This has at times caused some confusion and extra work for the Dispatchers.

However, this situation will be remedied very shortly, inasmuch as the entire gear will be shifted around on that deck so as to allow the Shipping Dispatchers more counter space to work in, as well as better facilities with which to work.

It is intended to make the shipping offices on the opposite side of the second deck from where they are now. This is a necessary change since instead of falling off with the war changes, movement of supplies and redeployment of troops from Europe will keep shipping as it is for a period of time. Not only will this result in better working conditions for Paul Gonsorchik and Red Truesdale, our Shipping Dispatchers, but it will also mean better service for our membership when throwing in for jobs.

NMU Patrolman Makes A Very Quick Tour Of New York Hall

By AN EYE WITNESS

NEW YORK, Aug. 28 — The boys were sitting around the dispatching floor chewing the fat this afternoon (everyone minding his own business, mind you), when suddenly we were treated to a demonstration of footwork which would have made the eyes bulge on Jesse Owens. Through the floor races a guy as if Satan had him by the big toe and was just ready to pull him right into the bowels of the earth.

Make no mistake, this guy was no stumble bum. He had speed and style. He could pick them up and put them down faster than any man I've ever seen. The only trouble was that the guy was in such a sweat to get someplace else but where he was, he was taking off in all directions.

You gotta remember, of course, that the Dispatching Floor of the New York Hall is a pretty busy place and a lot of guys are standing around shootin' the breeze. This meant that a man not only had to have speed to get out of the joint, but he had to be a

good broken field runner in order to avoid collisions.

Well, this bird was no broken field runner. He bowled over a half a dozen innocent bystanders. More than that he ran smack into the elevator doors, thinking that they were an exit to the stairs. He staggered a bit from that collision, but before you could say Teheran he was off again—this time toward the rear of the hall and the fire escape.

If you could have seen this bird shoot down the steel ladder fire escape you would have thought that he'd been climbing cocoanut trees all his life. He certainly must have used more than two hands and two feet to negotiate two stories in two seconds.

The last we saw of him he was high-balling up the alley like a streak of greased lightning.

"Just who in holy hell is that?" I asked the boys as soon as I could catch my breath.

"Why that was Carl Sanjines, NMU Patrolman," the Dispatcher replied admiringly. "Gosh, you don't see any of our Patrolmen

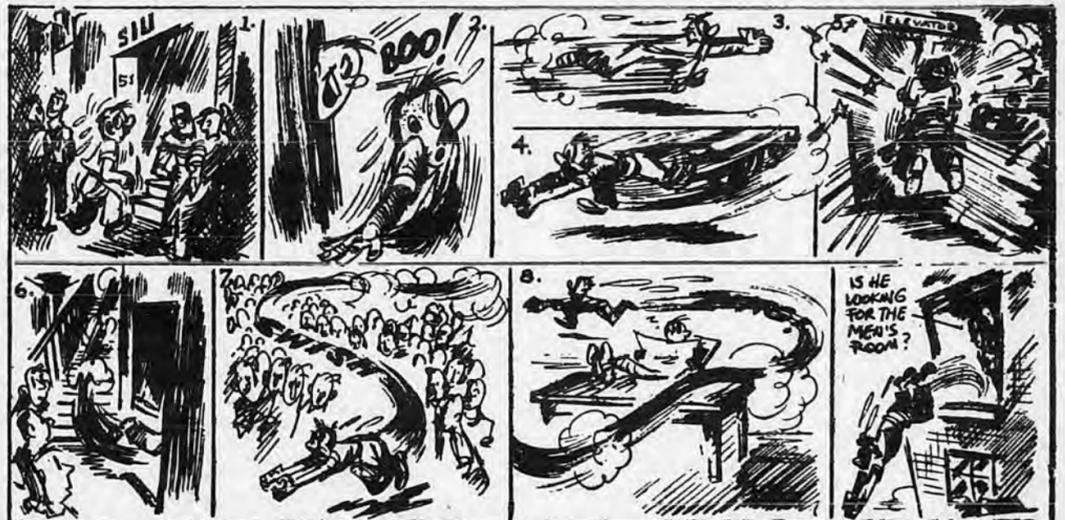
movin' that fast." 'Course, you can't settle many beefs under full sail—but then, they don't settle beefs over at the NMU anyway. Boy—they sure are speed artists."

"But what was he doin' here? Just showin' off his footwork?" I asked.

"The truth of the matter is," the Dispatcher replied, "he sneaked in here under a false name. He told the doorman that his name was Carl Williams and that he was an Isthmian man. Well, you know how we treat Isthmian men. We welcomed him and were about to show him the layout when one of the boys recognized him and he took off like a homing pigeon."

"Sanjines . . . Sanjines . . ." muttered the Assistant Dispatcher. "Say! He's the Commie rat who was blasting the SIU in the Pilot. He's been screaming all over the waterfront about how disruptive we are."

"Disruptive are we," I says. "I don't know how in hell he'd know. You sure can't see much of the scenery when you're moving 70 miles an hour."



Salary Cuts Mean Manpower Shortage

(Continued from Page 1) greatly because more money would have to be spent by the Government in radio programs, newspaper advertisements, plus the cost of maintenance of bureaus and personnel to recruit, transport and train green men for the industry, than it now costs the Government to continue to pay the same bonuses or take home wages to the experienced seamen that went through the rigors of war, in order that they remain in the industry.

DECISION IN 30 DAYS

The MWEB offered no proposals nor did they indicate what action they contemplated on taking. However, the Board did say that they would make a decision as soon as possible and the decision would go into effect 30 days after they made it, which means that there will be no change in the bonus for at least 30 days.

It is my opinion that we will have a decision from the War Labor Board, on our case before it for a wage increase, before the MWEB makes a decision on the War Bonus and Insurance.

While in Washington, D.C. your same representatives along with representatives of the Masters, Mates and Pilots met with the Coast Guard re: the issuance of seamen's papers, hearing units and the question of reverting back to peacetime requirements on the length of service needed before issuing AB tickets and the matter of waivers.

RMO OUT ON RECRUITING

The position we took was that the Union should be allowed to recruit seamen directly without having to go through the RMO for all ratings such as Electricians, Cooks, Carpenters, OS, Wipers and Messmen; and seamen's papers should be issued to these men by the Steamboat Inspectors and Shipping Commissioners on receipt of a letter from a seamen's union that we can furnish a man immediate employment, subject of course, to such examinations as are required by the Steamboat Inspectors in the case of Cooks, Carpenters, etc.

The Coast Guard agreed with the Union and has issued orders to all Shipping Commissioners and to the Bureau of Marine In-

spection and Navigation on a nationwide scale that the RMO has nothing further to do with the issuance of seamen's papers for any rating.

HEARING UNITS TO STAY

The Coast Guard will continue to have jurisdiction over the Bureau of Marine Inspection and Navigation until December 31, 1945. The jurisdiction will then go back automatically to the Department of Commerce unless legislation is enacted to the contrary before that time. The Coast Guard informed your representatives that they intended to continue the use of hearing units as long as they have jurisdiction.

However, they listened to our complaints against the hearing units and agreed that a lot of the actions of their investigating officers were not necessary, such as an investigating officer going aboard a ship and digging into the Log book looking for grounds to bring a man up on charges and suspending a seaman's papers for 30 or 60 days when the Master of the ship made no formal charges against the man to the Coast

(Continued on Page 4)

PRIME MOVERS

The engine room to the Engineer
Of speeds he'll rave to all who hear
Of pressures and of B.T.U.
Vibration, boilers and angles too;
Of diesel and steam he will discourse
And one of these he is bound to curse
As he moves in his world of multifarious meters
He'll tell you he runs the ship by jeepers.

The Captain's the Lord of all top side,
His mind's on charts and winds and tides,
On logarithms and parallels
Longitudes, latitudes and "what the 'ell."
The absolute despot of all he surveys
And HE runs the ship, or so he says.

But I sing the song of the galley slave
Who feeds these masters of wind and wave,
The engineer with his parallels
And the King of top side with his "what the 'ells."
All have to bow to the King of Chow,
It's food and CREWS that run ships and howl
And tho all the abuse seem to come his way
It's pork chops moves the ships he'll say.

—Top 'n Lift.

Stimulate Shipboard Union Action

As part of an intensified educational and union building program the New York branch of the SIU has issued an "ammunition" kit containing booklets and a special message from the New York Agent. In his message to the membership, Agent Paul Hall points out that with the war over it doesn't necessarily mean that peace will come to the waterfront and that the union had better prepare for the rough weather ahead.

The kit, which contains a copy of the booklets "Here's How, Brother" and "Order," is already being placed in the hands of the ships' Delegates who will use the material among the crews in order to promote discussions, hold more shipboard meetings and generally prepare for any struggles which may come.

"Here's How, Brother" deals with the important theory that the good seamen make good union men and vice versa, and is a guide and reminder of your rights, benefits and responsibilities as union seamen.

"Order" as its name implies, tells how to conduct a union meeting aboard ship or ashore. It tells of the growth of our union and the importance of regular membership meetings and getting all beefs up on deck where they belong instead of nursing them and muttering. It also urges that meetings be brisk and to the point with the long winded members coming to the point quickly. In the back of the book is a quick reference for Robert Rules of Order under which meetings operate most efficiently.

Included in the "ammunition" kit is a postcard and envelope, both addressed to the Editor of the Seafarer's Log. The postcard is to notify the Editor on Log Ship deliveries. The letter in the envelope starts out:—

"Dear Editor,
The following is something of interest to the membership and the Log which occurred during this voyage . . ."

From there on it's up to the men aboard ship to tell a story about what's happening around them. (The Log Editor urges all members to write in. What may seem very commonplace to you might be good reading to someone else. Write in—tell about that meeting—that trip, that last visit ashore.)

The letter from New York Agent Hall reminds members to keep their SIU talk up, especially when they are in contact with Isthmian crews. A victory for the SIU will mean a whole lot to every member.

The Agent's message reads:—
Dear Brothers:

The war is over but that doesn't mean that peace will come to the waterfront. The SIU is in for some rough weather. We'll have

a fight on our hands to smash the RMO fink halls. We'll have a fight to win wage increases. We'll have a fight to protect our union from shipowner and Commie Stooges and disrupters.

Now, more than ever before, we must have a solid and united membership which knows the score and is ready to fight for its rights.

You must realize that no crew can be solid without continuous and democratically conducted shipboard meetings. If your ship has not held these meetings, start at once! Use these meetings to settle run-of-th-mill beefs, and also to inform the crew of union policies and problems. Keep minutes of all meetings and forward these minutes to headquarters for any action which may be required.

To help you educate the new members on the way of holding shipboard meetings, the Educational Department has published a book on parliamentary procedure entitled "Order." Hand this book out to your new men so they will understand how we operate.

Bundles of the Seafarers Log are now being mailed weekly to your ship. The union paper should be a big help to you in keeping your crew informed on union news and problems. Distribute the paper among the crew, and when they are through with them take the old copies ashore to places where seamen hang out. Fill out the enclosed card and tell us if you getting the Log. Send it to us at once.

Don't let your crew members be part-time union men. HOLD THAT MEETING! BRING IN A SOLID CREW!

PAUL HALL, Agent

TRUMAN DISCUSSES RECONVERSION NEEDS



Members of War Mobilization & Reconversion Advisory Board, which includes AFL Pres. William Green and CIO Pres. Philip Murray, confer with Pres. Truman at the White House. Around the President are, 1 to r: Master Albert Goss of Natl. Grange, WLB member George H. Mead, Pres. James G. Patton of Natl. Farmers Union, Edward A. O'Neal of American Farm Bureau, Nathaniel Dyre, Jr., of Small War Plants Corp., Anna M. Rosenberg, Chairman O. Max Gardner, Reconversion Director John W. Snyder, Green, Pres. T. C. Cashen of Switchmen's Union (AFL), Asst. Sec. Holt McPherson, Murray, Executive Sec. William Davlin and Economic Stabilization Director William H. Davis.

Warns That Further Wage Cuts Will Be Disasterous

(Continued from Page 3)

Guard, but only followed out the law by making an entry in Log and logging a man 2 days pay for taking a day off. The Coast Guard officials stated that they would try and correct that situation and in general all their wartime regulation and restrictions are now being being relaxed or abolished.

GET COPY OF CHANGES

It is important that every Agent immediately get in touch with the Coast Guard representatives in their respective ports and ask for copies of all changes in their regulations and restrictions that affect the seamen such as I reported herein in order to inform our members and be able to properly represent them. In fact every official of this Union should thoroughly familiarize himself with the changes in these Coast Guard regulations and keep abreast of them.

We have been looking for the day that we would be able to get seamen's papers without going through the RMO and eventually put them out of business and that day has arrived. Every man that you call them for gives them a new lease on life, they exist only on the record of the number of

men that they dispatch to the Union to be shipped.

SEAMEN'S PASSPORTS

I visited Mrs. Shipley head of the State Department Seamen's Passport Division to find out if State Department seamen's passports would be required in peacetime and was informed by her that that matter was now under consideration by the State Department. However, she was of the opinion that a State Department Seamen's Passport will not be required in the near future.

I reported to the membership sometime ago that Assistant Secretary Treasurer Goffin and I had made progress in negotiating a contract with the Calmar Line and Ore Line but the companies refused to put the working conditions into effect at that time until the National War Labor Board handed down a decision on the sections covering working rules that we could not agree on. I later reported that Brothers J. P. Schuler, Paul Gonsorck and I represented the Union at a hearing held by the National War Labor Board July 10th and 11th on this case and that the Union urged the National War Labor Board to issue an interim Directive Order to put into effect immediately

the conditions that the companies and the Union were in agreement on and that the rest of the working rules and wages remain status quo until the Board handed down a final decision on the case. The companies opposed the Union on this matter and urged the NWLB to leave the wages and working conditions status quo until the Board decided all the issues in dispute.

CALMAR AND ORE SS COs.

The NWLB ruled in favor of the Union and ordered that the wages and working conditions that were not in dispute be put into effect immediately and that the rest of the working rules remain status quo. I have had copies of the working rules that have been agreed to typed up and have forwarded them to all Branches. Working rules and wages that are not covered in these agreements will remain the same as they have been, which means the conditions contained in the West Coast Union's unlicensed agreements will apply until the War Labor Board hands down a final decision in this case.

The Calmar and Ore Steamship Corporation have agreed to pay 90 cents an hour also to pay \$142.50 a month for unlicensed

Junior Engineers. This is subject to the approval of the National War Labor Board and will not go into effect until they approve of it. The Calmar and Ore Line plus the War Shipping Administration have agreed to put riders on the ship's Articles to make 90 cents an hour retroactive to signing Articles also to cover the unlicensed Junior who is now getting \$137.50 a month.

I sent a telegram to all Agents last week instructing them to put these riders on all Calmar and Ore ships as they sign on in order to protect the crews. The only other riders to be put on Calmar & Ore ships is WSA operations regulations rider No. 64 and No. 72 to protect the crew for transportation and repatriation.

I want to bring to the attention of the membership that nominations for regular officers of the Union to serve in 1946 shall be made at the two regular meetings next month. Any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualifications to run for office to the Credentials Committee in care of the Secretary-Treasurer not later than October 15, 1945. Copies of our

Constitution are available to any member for the asking at any of our Branches.

Quarterly finance committee is to be elected at tonight's meeting (Aug. 29), this is a paid committee inasmuch as there is at least two days' work. It is requested that any member who doesn't intend to be around several days and sober decline the nomination to serve on this committee because this is the Union's most important committee as it has to do with the Headquarters financial set up and business operations of the Union.

In line with the action taken at the New York regular meeting dated August 1, 1945 regarding sending more Atlantic & Gulf District representatives to the West Coast to handle the problems of the Atlantic & Gulf District members paying off our contracted ships out there: Steps have been taken to put an Atlantic & Gulf District representative in each port on the West Coast. Inasmuch as you have gone on record to put men out there at your expense if you have any problems it is now up to you to contact your representative at the port of payoff.



HERE'S WHAT I THINK

QUESTION: The famous landmark for New York harbor is, of course, the Statue of Liberty. Can you name others in various parts of the world?

HARVEY HILL, AB — Yes, down at Rio there's Sugar Loaf Mountain and at Quebec there's a beautiful building called the Chateau Frontenac which can be seen for some distance before you get into port. The best landmark I know is not the kind you mean. It's the Copacabana. No, not the one in New York. I mean the spot in Rio de Janeiro where there's swimming, riding, dancing, etc. every night.

Then there's the famous Moro Castle at the harbor entrance of Havana, Cuba; whenever I see it I remember the terrible fire that destroyed the ship Moro Castle off New Jersey a few years ago.



EDGAR LaBADIE, Steward — In Capetown, Union of South Africa, you can see the great Table Mountain with its table cloth of clouds, where there's a cable car that takes you to the top for a view of the scenery. There's the Aloha Towers in Honolulu if you have time to think about towers. One of my favorite landmarks is the oil wells drilled right out in the water of the bay near Maracaibo, Venezuela. Then there's the very famous Rock—the Rock of Gibraltar at the eastern end of the Mediterranean Sea. You can see it for miles and miles on a clear day. Of course, if I had time I could think of a lot more but that should do for now.



ANDREW J. MORVAY, Oiler — The Golden Gate bridge in Frisco. Its the only one of its kind in the world, the longest single span bridge built. It goes from Frisco to Oakland. The Cliff House is another Frisco landmark which all of us remember. Then there's the Oloha Towers and Diamond Head in Honolulu. You can see Mount Stomboli off the Italian coast and Mount Vesuvius as you near Naples. I don't remember the name of it, but there's a famous church which you can be seen as you get into Istanbul, Turkey. This church has four steeples and a big dome in the center which can be seen for miles.



THEODORE BRUDER, OD — There's the well known White Cliffs of Dover, and boy they really are white. There's Bishops Rock off Land's End, England, where the Atlantic Ocean is supposed to start. Anyway that's where they measure from when they time the number of hours to cross the ocean. But why go that far away? Before you see the Statue of Liberty, you have to pass the Ambrose Light, that's pretty famous, and then you can see the lights of Coney Island as they come over the horizon. I haven't seen it yet, but there's one landmark a lot of the boys will be glad to look at, that's the Japanese volcano of Fuji—something going into Tokyo.



WITH THE SIU IN CANADA



By HUGH MURPHY

JOINT MARITIME

Delegates from the various maritime unions met at Victoria Trades and Labor Council Hall on Friday, August 10th, for the purpose of discussing the merits of joint union action on all matters of wage and working conditions with our employers, and matters of Provincial and Federal Legislation where it affects all, or any, Maritime group.

The consensus of opinion at this meeting was that such an organization was long overdue in the maritime industry in B. C. All delegates present were enthusiastic about the idea and were determined that such a council would be necessary as the weapon by which they could secure the conditions on the job that all are striving for. It was with this realization of Security In Unity that they set forth and formed this Joint Maritime Council.

The Seafarers International Union of North America has been designated as the logical organization to promote its founding and establishment, as the SIU had conceived the idea and called the other organizations to meet and discuss its possibilities. The joint meeting has been a success and the council is formed. This is the most progressive step taken by the rank and file members of the maritime industry in B. C. to date, and will definitely be responsible for improvements in their conditions on the job.

SEAMEN MUST DEMAND PROPER MEDICAL CARE ON SHIPBOARD

Many complaints are made at Union Headquarters in regard to improper medical treatment given seamen. The apathy of shipping company officials and their skippers in obtaining medical assistance for ships' crew members, the lack of proper precautions to safeguard the health of crews, and understocked medicine chests on board ship, is being severely criticized. This condition should not exist. The seamen themselves should take action where necessary to see that medical attention is received by any crew member requiring it, and when requested.

Seamen should take no chances on their health. Medical attention costs nothing. The vessel Seven Oaks Park, recently left the port of Vancouver with four crew members suffering from trench mouth, which is a very infectious and harmful disease. These men were definitely ignorant of the harmful nature of this disease to themselves and their shipmates. Although medical treatment was given these men before their vessel sailed from port, and so-called precautions taken for their care on shipboard, these men should not have been allowed to proceed to sea, endangering their own health and that of their shipmates.

Delegates on all ships should immediately report such incidents to their union officials. Do not leave port with anyone suffering from infectious disease. Call for medical aid and notify your union.

Your health cannot be measured in dollars and cents. Take no chances.

SIU SEAMEN ON GREAT LAKES WIN INCREASES

Canadian members on vessels operating on the Detroit River have just won a further wage increase amounting to \$12.48 per month, retroactive to February 15, 1944. An increase in pay had previously been won to take care of the increase in the cost of living, now this further increase is a direct gain, and does, at least give these men a higher standard of living.

Their ultimate objective is the

same as all SIU seamen in Canada; Wages and Conditions comparable to those received by our brothers in the U. S. A., who have the highest standard of living of any seamen in the world. Great Lakes seamen know that the seamen on U. S. ships are paid much higher wages and have superior working and living conditions, and they realize that in order to attain the same conditions, they must organize into the SIU, the only seamen's organization that fights for conditions in North America.



By FRENCHY MICHELET

The lights of Puerto Cabello are dying away on the after horizon at long, long last. It's good to get to sea again.

"It's like a book, this bloomin' world," the philosopher says, "which you can read and care for just so long, but presently you feel that you will die unless you get the page you're reading done and turn another."

So let's leave the dry, withered grass of Puerto Cabello far astern while we dream of all the good times we're going to have in those bright green LaGuaira pastures just eight hours steaming time away.

Some day when we have nothing better to do we're going to sneak up Sheepshead Bay just to get an idea of what gives around that fink factory. What the hell they teach those guys there is beyond our poor understanding. The second night out of New York we were taking our usual constitutional on the boat deck when up the ladder bounces a first-trip schoolboy Fireman with a whole armload of dirty blankets in tow.

"What are you going to do with that bed gear?" we demanded.

"I'm gonna plug up that ventilator," the guy said. "Man, that wind's cold down in that fire-room."

While the Wipers were shining the brass in the engine room yesterday they polished the ship's old name plate. Remember 'way back when the Del Rio was the Afel of stinkin' United States Shipping Board fame? Those were the days. Many's the time we cooled our heels in those cane-backed chairs of the old Shipping Board hall on Conti Street in New Orleans while we waited for "Captain" Markey to get damn good and ready to give us a job.

If you were a good boy and had brought his nibs a jug last trip you got a job pronto. Or if you were finky enough to rate with some lug in the shipowner's office you got a letter to his exalted highness behind the counter where they dished out the jobs.

Yessir, brother, the finks got the good jobs while the ordinary working stiffs got corns on their fannies waiting around for jobs that the fair-haired boys didn't want.

If you think those slungums that Shuler ladles out are bad, you should have been around to sample some of the garbage "Hungry" John and "Portugee" Joe used to put out in their stewpot prime. When you found a roach or so in your stew and went up to give old John a growl he used to say, "Well, they gotta eat too!"

Years ago when the Del Sud was the Shipping Board's Salvation Lass a few of the boys climbed over the bow one night and gave her the more appropriate name of Starvation Lass.

That's what they all were then, brother, starvation ships and starvation wages and work-hungry officers who had evidently served their apprenticeship under Bligh himself. It was the union that changed all that and it's the union alone that's going to keep it changed, because the Shipowner is giving out nothing more than the union is strong enough to take from him.

We visited a number of homes while in Puerto Cabello and of course we made it a point to poke our nose into the galleys to see what was cookin'. The Spanish Rice that was steaming away on most of the ranges was so good that we're going to pass along the recipe:

Render out a sizable piece of salt pork and braise the following ingredients in it — three minced onions, two minced green peppers and a stalk of celery. Season it with salt, pepper, one bay leaf and a teaspoonful of chile powder. Now add two lb. 2½ cans of tomatoes and one lb. 1 can of tomato paste. Let the whole thing simmer for a half-hour and then put in one gallon of well-washed rice (raw rice). Add a ladle of stock and cook over a slow fire 'til dry and done. The addition of stuffed olives when braising the seasonings gives it an even richer flavor.





SHIPS' MINUTES AND NEWS

Great Isaac Back After 5 Month Trip

The longest period at sea for a tug in the history of navigation is the record of the MV Great Isaac, a Moran tug. Leaving New York last March she was at sea for five months during which time not a single dispute or beef marred the trip. With every deck department man a SIU book, the reports states that the men in all departments were fine fellows and that they will make good SIU men.

During one 78 day period the only break in their monotonous life came when the crew were allowed to visit the U. S. Destroyer, Columbia for a ship-board movie show. In spite of their five months of constant association with one another, a condition that often leads to strained feelings among even the smoothest natures, the crew is reported to have gotten along swell without a single incident.

A pact between John S. Williams, AB; James O'Manning, Bosun; Harvey C. Jamerson, AB; and Bill Hall, AB; that anyone who cut his beard would pay the other three 10 bucks each, was never paid off. All arrived in New York with well grown hirsute adornments. (Whiskers).

The Great Isaac spent the greater part of its time in Pacific waters doing a job for the U. S. Navy according to Brother Jamerson's (Deck Delegate) report.

LOAD NAZI GUN ON LIVINGSTON

The 100% SIU crew aboard the Bull Liberty, Robert R. Livingston, heard about the collapse of the Nazi military machine a month after they had left the U. S. on a 2½ month trip in the Mediterranean stopping at Naples and Taranto.

At Taranto they picked up "the only remaining Anzio type gun left to the Nazis at the finish." This little trophy weighed some 200 tons and in the words of our reporter "will look much better at the Aberdeen proving grounds."

lists for each dept., giving the men's names, book numbers, and where they were paid up to, plus what dues and assessments they wished to pay in advance. This kind of cooperation is a big help to your boarding Patrolmen and goes a long way towards building a better union. Let's hope we find more of these crews in the future."

The letter is signed by Patrolmen Jimmy Hanners and Sonny Simmons. Hearing of the good feeding report, Brother J. P. Shuler, Patrolman, decided to continue a long standing feud and scoffed, "Good feeding—impossible. — not with Frenchy Michelet poking his nose in the galley."

Crew's United Action Results In Victory In Beef On SS Madawaska

Scheduled to carry 1,500 troops the Madawaska, Bull Victory, hit New York with some 2,000 army personnel, returning from the ETO. The resultant overcrowding, with men sleeping all over the deck, and even under the crew's bunks, gave the latter a hectic time and deprived the Steward Dept. of proper eating quarters.

Carrying a general cargo to LeHavre, the Madawaska's orders were changed two days out of that port and she headed for Bremerhaven. She hit LeHavre later. Comment from the crew members indicated that they found little anti-labor sentiment among the returning GIs despite the constant barrage of propaganda to which they had been subjected during their army life.

Among the crew interviewed were: D. E. Jessups, Chief Baker; Frank Mazza, Steward; John W. Austin, Paul Hoburn, Sam Gordon and George Bartin. The Steward Dept. Delegate Thomas "Okiaawa" Maynes and Deck Delegate "Blackie" (we couldn't

get his real monicker) assisted by the old timers aboard must have done a swell union job with the crew.

Although the majority of the crew were first trippers, together



with this nucleus of veteran union seamen, they staged a real show of united, intelligently militant action when they hit port. Faced with Bull line attempts to break down the contract structure, company chiseling on legitimate beefs and other pet Bull tactics; and know-

ing they had good money coming, the entire crew refused the pay off in what may be considered a real test case.

Said George Bartin, who was particular instrumental in getting the job done, "The solidarity shown here, thanks to the missionary work done by the old timers, demonstrates the value of concerted militant, solid job action by a crew. There were no phony beefs here and the shoreside officials will win out on the beefs, especially when they have a crew like this one to work with."

All beefs were later cleared and shaped up union style.

At the Bush Terminal, some of the boys headed for refreshments at the local bar where a couple of NMU promoters tried to nail the trip carders. Since all of them seemed very well satisfied with SIU conditions and representation; and since all had joined the payoff refusal, the NMU guys, after a little persuasion, beat a hasty retreat.

GI Capture Adds To Food Supply On Blue Ridge

Some people have an ear for music, others have a head for figures, but the Sergeant assigned to assist the Plumber-Machinist of the SS Blue Ridge Victory, sure had a nose for bottles.

The Steward Dept. of the Calmar ship, found its feeding problem greatly eased by the number of GIs on a liquid diet. The army division, which she carried, had among its other ex-



ploits, the capture of a Nazi whiskey factory. When she arrived in Norfolk on the 10th of August the GIs (without any assistance from the SIU boys, of course) had just about consumed the evidence of their conquest.

"The cognac and sardi" says Brother Joe Kelly, Plumber-Machinist; "flowed like wine, and the sergeant, who was assigned to assist in my department, kept flowing in the right direction thanks to his uncanny skill with his sniffer."

SS DelRio Crew Does Union Job

The crew of the SS DelRio, Miss SS Co., were commended by the boarding Patrolmen after the ship paid off last Thursday. Thanks to the three cooks, who were all old timers, the feeding was described as swell, and the otherwise quiet 2½ month trip was only marred by a mate named Rankins. This Rankins seemed to think that time off for the crew started after the first 24 hours each day and a Delegate cautioned that SIU men should keep their weather eyes peeled for him.

The letter from the Patrolmen reads:—"We would like to take this opportunity to thank the crew who paid off the SS DelRio. This was the most orderly and cooperative group we have run into in quite some time. We would most especially like to commend Delegate Buck Newman.

He had few beefs and these were in good order; books and trip cards taken up from all depts.; and typewritten crew

OS Log Entries Add To Bosun's Sea Experience

When Bosun Ted Aune of the SS Oremar, a Calmar Hog, sent an OS to clean the old man's deck, he didn't expect the end



result to be a run in with the 2nd mate.

It happened last Saturday that he gave a comparatively green man the assignment on the bridge, only to discover him missing when he checked some fifteen or twenty minutes later.

At coffee time the OS reappeared. "Wher've you been?" bawled the Bosun. "Working for the 2nd Mate," came the answer. "And doing what for the 2nd mate?" asked Ted. "Writing the ship's log" answered the OS. "In twenty years at sea," said Brother Aune, "I never heard of a 2nd mate getting an OS to do his log entries."

A beef to the 1st mate resulted and he agreed the whole matter stunk and that the 2nd had exceeded his authority. As to the OS he's to collect on an overtime beef, which should put the 2nd on the spot where he belongs.

DelNorte Delegate Warns Of Skipper's Soft Soaping

In the August 17 issue of the Log, this page carried a letter sent to the SIU by the skipper of the SS DelNorte, with the comment that the letter "tells its own story." Now, according to additional information, it would seem that Skipper Moracchine is not the gilded lily he appeared to be.

"Just a word of warning," writes Eldor Peterson, Steward Delegate of the DelNorte, "so you won't be taken in by a little soft soaping on the part of Captain J. Moracchine. As a member of that crew he praised so highly I wouldn't want to see other members go through the same things we did."

"At every port we hit in the eight month shuttling run, we had the Coast Guard on our necks for some petty offense. Our dear Captain would cry to the Delegates that he was a fair man and believed in a give-and-take proposition. Apparent-

SAYS SS FITZHUGH LEE BILGES STINK

A good ship in the engine room department with the exception of the bilges, says the report of L. K. Welch, Oiler and Engine Delegate, on the SS Fitzhugh Lee, South Atlantic Liberty.

"Said bilges," states his report, "stink like hell" to which he adds the understatement, "and are highly unsanitary." The chief engineer has promised to take care of this beef, pronto.

The deck department worked bell to bell and the mate was strictly on the job. Brother Welch says the ship and the company are OK and the run one of the best for men who know how to cooperate.

ly he meant we'd give and he'd take.

"We had a phony stuffed shirt purser aboard who would sit up late at night with dear old 'Jules' (Moracchine) planning the ways of making the crew walk a straight line.

"We were usually only in port for a few days but on one memorable occasion it was for two weeks. During this time we were not allowed a second draw although other ships in the same port had two or three full draws. 'Jules' claimed he could not get the money for a draw.

"We had far too many headaches on that trip to list them all so take a tip from me, fellows, Captain Moracchine is a phony and when he gets you to sea he'll show you a few of his own rules and regulations. Personally, if he told me it was a nice day I'd run for my foul weather gear.

"Of course, what Capt. 'Jules' says about the crew is true. They were capable and willing and on the job. It's the soft soap I object to."

So there you have it, fellers. When the Log printed the story of Skipper Moracchine's appreciation of his SIU crew, we thought he was responsible officer stating his views. The Mississippi Hog Islander, SS Delnorte is now at sea, when she returns here we'll try to add to what has already been said about her skipper.

THE MEMBERSHIP SPEAKS



HOME FRONT DICTATORS SHOULD BE ELIMINATED

Dear Editor:

Now that we have practically eliminated the dictatorships in Europe and Japan, (at least that's what our politicians would have us believe) we should open the fight against the same elements on the home front. Many of the war time measures, enacted in the name of winning the war for democracy, have been outright violations of our democratic rights as workers, as people, as citizens.

The dictatorial agencies established by Presidential orders have, time and again, operated as anti-labor bureaus, particularly those connected with the maritime industry. Among the worst of these agencies has been the WSA Medical Dept., a competitor of the US Public Health Service, which has instituted a vicious black-ball system by forcing us to take their examination and accept their decision on whether we are in the proper health every time we make a trip.

When a WSA medic asks questions about a seaman's union affiliations its about time to recognize them for what they are. The WSA labor-baiters are the same old crowd we've known for years. Their cloak of being a government official doesn't hide them from us. They're nothing but a group of shipowners' stooges, working for the shipowners and against the seamen.

Most of them are dry land sailors selling their time, even their souls, to their employers. Some of them had their field day when the government gave them posts as "dollar a year" men while they were on the payrolls of the companies. The others would probably have trouble making a decent living if it wasn't for their government jobs.

The war emergency is now over. Their excuse for existing has been removed. What new reasons are going to be invented in order to shackle the seamen?

JOHN MARCIANO

CREW MEMBERS APPRECIATE SIU PATROLMAN

Seafarer's Log.

We, the crew members of the Geo. Poindexter, which signed off at Jacksonville, wish to express our appreciation for the excellent cooperation given to us by SIU Patrolman W. (Red) Morris.

He handled our beefs in a real SIU way and we can assure anyone whose ship pays off in Jacksonville that they'll get the best possible aid.

Red was the Patrolman for all departments and the entire crew joins in wishing him the best of luck. Fraternally,

Walter Lipnicky, Engine Delegate; Norman Ruckle, Deck Delegate; Pete Kurkimilio, Bosun; A. Neyez, OD; E. Melzer, DM; Dan Krickovich; A. Anagnostou; J. Werner; P. J.



When the Log photographer asked Edgar LaBadie about landmarks (see "Here's What I Think" page five) he was told that the oil wells drilled out over in water near Maracaibo, Venezuela were among Ed's favorites. The photog, a landlubber, thought he was being kidded so Brother LaBadie promptly produced this pictorial evidence.

O'Hare, (Pacific Book); and William P. Spagnolus.

Editor's Note.—If you find incorrect spelling in the names listed in the letter don't blame this department. The best way to insure that names and places are spelt correctly is to print them.

JAIL MAY BE PREFERABLE TO LOW WAGE JOBS

Log Editor,

Every port you hit these days you find prices sky high. A ten dollar bill doesn't go very far if you want some food and a drink or two. Unless wages for seamen are based upon a minimum of \$150 he may be just well off in jail instead of working.

To live half way decently base wages must not be below \$150 a month.

EMILIO DIPIETRO

SEAMEN'S WAGES SHOULD EQUAL SHORESIDE PAY

Seafarer's Log.

I believe that the wages for merchant seamen should be the same as those of workers ashore plus something extra for the fact that seamen are away from their families.

Of course as well as being away from home and families while employed on a ship we face additional hazards in our occupation which cannot really be compensated for in money alone.

Also overtime rates and conditions should be so arranged that they stop this bickering created by company officials before the "pay off."

RUDY KLIER

HOPES SEA WILL BECOME WELL PAID OCCUPATION

Dear Union Brothers,

After serving during the war with either SUP or SIU and having kept my pledge to the Union, I now find that since the war has ended it doesn't seem worth the effort expended to continue going to sea.

Unless, of course, we receive

a substantial wage increase I will have to leave the industry. As you know the bonuses have already been curtailed and cancelled.

It is for this reason that I now wish to retire my book. I am sending dues for the months of July and August and hope it will someday prove worthwhile to go to sea again. Maybe after things get thrashed out the maritime industry will pay a decent wage to the men.

Here's hoping for a well paid merchant marine in the future, keep punching.

"BUD" COUSINS, AB.

MAINTAIN AND INCREASE PRESENT WAGES

Dear Brothers,

Now that the shooting is over, the shipowners have really brought out their knives for their pound of flesh. I think that the temporary wartime increases should be maintained and increased. With the cost of living the way it is how can a man keep his family in any decent standard.

Remember that after the last war we went back to terrible conditions which kept us until 1937 . . . don't let us ever go back to that.

E. JONES

RECOMMENDS LOG

The Editor, Seafarer's Log.

In my opinion the Log is a honey, and it sure is my idea of what a man's paper should be. It's the best I've seen and its style of "regular go-to-hell; free-for-all; let-the-best-man-win" should appeal to all who want the undecorated truth about what's happening.

Here's wishing you the best of luck and spread the enlightening word.

JOHN CAMPAIGN

SAYS LOG WILL DO GOOD JOB AT FORT TRUMBULL

Seafarer's Int. Union,

I have been elected to write this letter concerning the absence of the Log at this "royal establishment." (USMS Fort Trumbull). The only Log we

have seen in the past two months was one some brother picked up on a trip to New York.

We're sure that they would help swing some of the non-union men in our direction. As it stands now, all we can do is beat our gums, state a lot of truth without having the support of the paper.

I am convinced, as are the rest of the boys, that the Log would do our cause a great deal of good.

CLARENCE L. HARRIS

PUT ON UNION SUITS AND GET READY FOR FIGHT

SIU Log.

Now that our take-home pay has been knocked for a loop by the end of the war and the cutting of the bonus, we ought to get into our UNION SUITS and dump any kind of "no-strike" pledges, or the like, and start fighting for our rights through straight militant action.

Let the shipowners and the government fink agencies know we mean business and are prepared to back up our demands



for decent wages and working conditions by any necessary action.

Let's go all out for a sound wage policy, (and this doesn't mean we'll be satisfied with a ten or twenty dollar a month increase), the four watch system so that our hours will approach the forty per week of the shoreside workers, bringing the working rules of all companies up to the standards demanded by the SIU.

John P. Shipowner isn't going to hand over these things gratis and without a fight, so we'd better be prepared to go get them by the means and weapons available to organized labor.

JOSEPH DAMES

COMPARES OUR INDUSTRIALISTS WITH JESSE JAMES

Dear Brothers,

Shed a tear for poor big business, Until the government pays off for the undelivered materials of war, which it ordered but then cancelled as a result of Pacific developments, the poor industrialists may find it difficult to get going on a reconversion plan.

Anyway that's what they would have us believe. The National Association of Manufacturers estimated that 3 billion dollars is owed by the government, and if these funds are tied up too long "industry's financial

reconversion might be retarded as distinguished from the physical reconversion in the hands of industry itself." What distinguishes the NAM from Jesse James is apparently that James used a revolver.

In effect they're saying that all the swollen profits that they garnered during the blood letting are not going to find their way back and that if the government wants anything done about reconversion it had better hurry up and pay off the black-mailers.

JOSEPH FLEMING

SAT. AND SUN. OVERTIME IN PORT OR AT SEA

Log.

With conditions the way they are and the cost of living 'so high it doesn't take much arithmetic to realize that standard wages should be at least between \$200 and \$225 a month. The present wages are just about enough for a single man to get by on. A married man who has a child or two will have to quit going to sea if he hopes to support his family.

Another point to make is that everyone should be paid overtime for Saturday and Sunday regardless of whether they're in port or out at sea. You have to eat every day and do the same work out at sea or in port so why get robbed.

JOE E. BAK and WM. WELD

WSA MECHANIZES SEAMEN — IN WHEELCHAIRS

Brothers,

I will have to agree with the guy that said "you see something new and different every day," but I never thought I would see the day when the WSA, in all its "wisdom," would dig out Civil War Veterans and send them to sea.

It's not that I object to the old gent personally but when they sent a sixty-three year old,



who had never been to sea in his life before, to take a job aboard as mess man, I guess that about took the cake.

If this keeps up we'll have to build ramps between decks so that they can get below and back in their wheelchairs Yippee!!!

JOHNNY JOHNSTON

Peace Brings Many Difficult Problems For SIU To Solve

By JOHN MOGAN

BOSTON — After a very slow spell for shipping and business, Boston is now set for a slight boom, with a half-dozen ships lying in the harbor and two SIU and two SUP paying off today.

The local politicians are promising ever-increasing business for this port, particularly with regard to the shipping of food and fuel to Europe and the debarking of homecoming troops. But we'll have to wait to see how the promises pay off.

A short while ago there was a frantic hubbub in the newspapers about developing the Port of Boston. After the hue and cry died down the State Legislature appropriated a measly \$15,000 to do the job. So we'll probably have another pier or two.

There is yet some doubt as to the status of the merchant seamen insofar as release from the industry is concerned. Although all manpower controls were supposedly lifted by executive order, WSA feels that merchant marine personnel should not be included under this order. I wonder how long an economy-minded Government will sanction the "standby" pay of all those stiff in fancy uniforms who made a 7-weeks trip twice a year since the war started!

Boston really went to town in celebrating the two-day holiday. The hall was open for business as usual; but we might as well have been operating a Kosher Delicatessen in Irishtown. No one came near us. That is slightly exaggerated, of course, for a couple of the "old faithfuls" showed around to help us pass the time. WSA was open for a while, but when even the operators closed their doors, WSA did likewise.

Very shortly, we expect, Eastern Steamship will get the green light to resume its passenger service. Also, a few additional ships will be put on down New Bedford to take care of the islanders down that way, who, incidentally, are squawking plenty loud about the impossibility of one or two ships caring for their needs.

In connection with Eastern, though, it is easy to visualize some knotty problems. Many of its veteran employees, both men and women, who were members of our organization, will return with the resumption of passenger service. What a sick crowd those will be who neglected to retire their books at the beginning of the war! It's really going to hurt to dig down for about three years' dues and assessments. Most of them have been doing profitable war work, however, and these shouldn't feel the strain on their wallets too much. Naturally, this situation will apply up and down both coasts, for the ex-shipyard workers will be making their appearance in great number very soon.

Then too, we've got to figure on a general exodus from the industry of at least 90% of the trainees of maritime schools. RMO is already feeling the pinch. But according to the newspapers this is one of the agencies soon to go anyway.

The next thing to watch for is the efforts of the Coast Guard to retain its power over the Shipping Commissioners. Their ut-

most efforts shouldn't obtain, though, inasmuch as the Commissioner's office operated much more efficiently and less expensively in peacetime than they have been allowed to while being needled by Coast Guard interference. It is not likely that an administration and Congress interested in cutting huge wartime budgets will continue to approve the sinecures now decorated by some highly paid gold braid.

Still the industry in general, and the SIU in particular, must face up to some mighty tough problems. For so long as WSA will continue to pay a non-union man handsome standby pay, and refuse to pay the same to any individual who is a member of this union, we are up against a "fink" outfit with the unlimited resources of the United States Government.

Foremost among our problems also is the fact that our members are not conscious of union procedures and union aims. At the present time, with hundreds of members on the beach and with a dozen ships in the harbor needing crews, we can't get enough men to go to work even to keep the fires going, in a few instances. This is a black eye for us, and members should appreciate this fact. The only redeeming factor at this time is that even WSA cannot produce any black gang men either. But just the same, our men should go out of their way to fulfill these contracts of which they are a part.

This Branch will soon take action on certain members who have been fouling up the detail by hopping on ships in port and hopping off just before sailing, thus leaving a lot of headaches in their wake.

The SS Claymont Victory will be in again in a couple of days, after a 21-day trip. Advance information has it that she is going to debark troops, crew up, and be in for no more than three days before getting underway. We hope the crew will be on deck—we hope.

No more news from Boston for this week—but when somebody decides to do something with the ships up this way, we'll be glad to let the Log in on the secret.

MARGIE BULL IS IN CHARLESTON

CHARLESTON — Shipping for the past week has been slow, we shipped three Oilers and one Messman to the Margie Bull laying in Wilmington. Have one SUP ship in port and look's like it will pay off about the 27th. We will need six ABs, three OS and a Carpenter for her. Outside of that things look bad for the next two weeks.

We only have about five men on the beach here but they say if a ship comes in and I can get it up to the ABC Bar they will take a look at it.

I see our friend J. S. White is working on the organizing drive so we can look for things to start popping.

AROUND THE PORTS

Many Changes In Maritime Industry Demanded

By RAY WHITE

Well, once again the world is at peace. Once again our ships can ply the seven seas, free from sinkings, free to carry on international trade throughout the world. There is, of course, much hard work to be done. Many troops are to be brought home, and the sea-lanes will for a long time be filled with the traffic of returning troops. It is these troops that the men of the sea have carried the supplies to, supported at the gun stations aboard the merchant ships, and given their all in many instances carrying these supplies to our fighting forces.

Now we are faced with the problem of the take home wage

of the seamen. What is to be done to keep these men sailing, who must sail if America is to return to normal? Who must sail the ships that carry the goods of reconstruction to the poverty and bomb-wrecked cities abroad?

This cannot be done by phony picket lines, by alphabetical government agencies, who, when the present emergency is over, must go into oblivion. One of the first things that must be done is to turn the seafaring industry back to the seamen themselves. These men have fought for their unions, for their right to organize and be recognized as a necessary and respected group of Ameri-

can workmen.

So men, each one of you, and this does mean you, must get in there and put your shoulder to the wheel and fight. Now is a critical time for the seamen.

There are those that would like to see the unions out of existence. The first among these are the capitalist shipowners, and the fat men who have been sitting behind the bureau desks during the fight and "given everything for democracy." Soft jobs in these organizations were plentiful and were filled to capacity.

I am not saying that some of them have not done a good job, but now since it is over let us give to labor what belongs to labor—let us make them give back to the seaman what is his just rights, a living wage, a good labor union, ready to protect the rights of the seaman in all instances, unhampered by governmental red tape.

We have fought for the democratic way of life, and we have won. So let us stand ready to protect our right to bargain collectively with capital, our right to strike if need be, in order that each man engaged in industry may have a living wage, decent working conditions, and in truth a democratic life in a democratic nation. The war is won, the peace is up to you.

Laggards Give Union Bad Name

By E. S. HIGDON

NEW ORLEANS — The Dispatcher is pulling out his hair and cussing. The steamship companies call up for men. Smitty gets 'em—though he has to search around because the hall is practically empty—and then the men don't go down to the ships. The steamship companies call back, say they're sending in reports to Washington — copies of which will be sent to the Chamber of Commerce—and the gist of the messages is **Don't Send Any Ships to New Orleans. The Union Can't Crew Them Up.**

An excellent record for the SIU, isn't it? An excellent record the men are piling up for themselves! All the things they struck for and fought for—and now they won't man the ships.

Just because the war's over doesn't mean that the shipping is over and that men can just

leave the ships and go home. There's still a big job to be done and the merchant seamen are scheduled to take a big part in it.

What do you think will happen when the agreements come up for renewal with Bull, Waterman, Alcoa, Moran and all the rest? Will they say, "Yes, we need you—you've been an asset to shipping?" Or are we giving them something now to point back to later and say "Why should we? You couldn't furnish men when we needed them. Are you sure you can do it now? What good is this agreement doing us?"

Men Have Got To Get Back On The Job—have got to stay on the job and not let this temporary exhilaration at the war's end keep them from it. After all, the merchant marine has done, it's record must be kept clean—we can't let the union down now.



LABOR EDITORS TOUR THE PACIFIC



To get a closeup view of the war in the east, eight labor editors left on a Pacific trip at the invitation of the War and Navy departments. L. to r: Col. Warren J. Clear GSC (not going); Lt. Col. Timothy A. McInerney, public relations; Len De Caux, CIO News; Alfred G. Larke, Federated Press; Under Sec. of War Robert P. Patterson (not going); Lt. Joseph Miller, USNR; George Richardson, American Federationist; Tom Wright, UE News; Samuel R. Harvey, The Railroad Trainman; Les Finnegan, Labor Press Associates; Lewis Herrmann, New Jersey Labor Herald; Capt. Louis P. Ade, public relations. William T. Holloman, Seattle Aero Mechanic, joined the group in San Francisco.

Steward Department Men Needed

By ARTHUR THOMPSON

SAVANNAH—We had an SUP ship in this week, the SS Elbridge Gerry, and had to send some replacements aboard. It was in transit and had paid off in Charleston. No other ships hit Savannah except foreign and non-union ships.

The Smith Victory is scheduled for delivery September 4th, and I expect to get a call for a crew next week. She'll need a big stewards department, and I'll be needing plenty of men. I've got 12 men registered in the stewards department, but I'll still need plenty of men. I sent three men to Jacksonville and a couple to Mobile, but still have plenty of rated men in the engine and deck departments. I had a Coast Guard case scheduled for this morning but it was not very serious and panned out okay.

We still have San Juan and Peterman in the hospital. We

A Job To Be Done

By KEITH J. ALSOP

CHARLESTON — Things continue to be slow in this port, but it look's like there will be a break soon. Maybe we won't have a 90 day wonder, with about ten pounds of gold on his hat, tell us that a war is on, and he is playing a big part in winning the war by keeping peace in the merchant marine.

The seamen have been kicked around in this war by the Coast Guard and Army until it's a shame. We all know that and most of us are ready to do something about it. We have had all the right in the world to strike, but we had a job to do and that job was well done.

We still have a job to do, and that is to see that the men that survived overseas get back home—so lets stick it out a little longer.

Future Looks Bright

By RAY WHITE

NORFOLK—Shipping has picked up in this port this past week. We have had three SUP ships in to pay off. All beefs were settled aboard ship, and we had no beefs left pending.

Coastwise shipping will be opening up in Norfolk and the future for the port looks bright. In other words, it seems that Norfolk will be self-maintaining. We paid off the William Bevins with all beefs well taken care of. There are jobs on the board, and few men on the beach.

The NMU is still walking the picket line on the WSA. What for, very few of the rank and file in the line could tell you. They are not striking, they say and NMU still ships WSA men, so the question in our mind is "Why the picket?"

If you want a job, fellows, come on down. The beaches are fair, if crowded, and the Virginia girls aren't bad. If you care for a southern accent.

Lot of ships are crewing for the Pacific. It makes us feel pretty good down here to report that shipping is good, since it is a fair trend of how things will be now the war is over.

SIU men up and down the coast drop into the hall and report the usual effective work on the SIU. expect to see San Juan out soon.

We had an accident across the river when a Liberty ship plowed into the dock and knocked hell out of it, but nobody seems to know the name of the ship.

Mobile Shipping Reported Good, Many Jobs Are Now Available

By JAMES TUCKER

Shipping continues to be good with forty-two men just arriving from Wilmington, Calif. to help man the T-2 tankers out of here. We still need more men as we expect about twenty more of these tankers plus the ships that are going back on the short runs to the Islands.

At the present time we have in port the Chalamette, White Sands, Montebelle Hills, Stoney Creek, Chisholm Train, McKittrick Hills, Fort Winnebago, Falmouth, New Zealand Victory, Colorado Springs Victory, Marysville Victory, George Sterling, Margurite Le Hand, and Iberville.

All these ships need men. The Margurite Le Hand had a collision going out Mobile Bay with the Magnolia (a Light House Tender) which sank and so far one man is still missing off the Magnolia.

In the Marine Hospital we still have Brothers Charles Dowling, No. 7654, Tim Burke, No. 7417, and M. Cardana, No. G-91.

Warns Membership On Ship Conduct

Well, here we go, if it isn't one thing its another. It seems that we are getting a wave of stealing lately. By the reports we are getting it seems that some unscrupulous persons are going aboard ships and taking things that don't belong to them and then quitting. Another thing some of our members are shipping aboard ships and the first thing you know they are up on charges for stealing ships foods. Well, the quicker we, the membership, take action to rid ourselves of this type of individual, the better it will be for all concerned. It is no secret what we had to do in order to get decent food so now that we have it let us protect it.

Shipping around the port of brotherly love isnt so hot lately, but it looks like it will pick up shortly. Brother Lawrence C. Dahl was laid to rest about two weeks ago. Brother Walter LeBou will be buried Friday, August 24th. They were both old time members of the union and I am sure that this will be somewhat of a shock to all that knew them. May they both rest in peace.

I saw the action taken in New Orleans recently on the wearing of uniforms in the union halls. Well, the membership in this port heartily endorsed that action, but it keeps everybody busy reminding some of these uniform wearers not to bring their brass into the hall.

The latest beef to hit the scrap pile was a man putting in for one hour between 12 noon to 1 p. m. because he was getting his linen on his lunch hour.

H. J. COLLINS

NO NEWS??

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

HOUSTON
GALVESTON
BALTIMORE
TAMPA
JACKSONVILLE
SAN JUAN

Army Training MPs To Break Postwar Strikes

By OLIVER J. PECORD

TOLEDO, Ohio (LPA) — The Army has nothing better to do with its MPs than to train them in the skills of breaking strikes through the use of guns, tear gas, and the armed might that American workers thought was intended for use against foes of democracy.

Toledo became a storm-center as labor protest spread to other parts of the country as the result of exercises in a "basic training" course for military policemen held in the center of the city last week.

Helmeted military policemen, 350 of them with bayonets in place, arrived at Scott Park to "solve a problem" of removing "snipers" from the old Toledo University building located in the park.

The peculiar thing to spectators was that the "snipers," also MPs who had arrived earlier in the day, were dressed in civilian clothes when they took over the old University building. They carried buckets of sand and dirt into the building with them, also a hose.

When the troops arrived in the afternoon, Capt. Paul Gillis in charge went to the building and read the "snipers" the riot act and demanded that they evacu-

ate. The peculiar thing was that the troops under Capt. Gillis did not refer to the "snipers" as snipers, but as strikers, and as the proceedings wore on, it became obvious that the soldiers were not being trained for war duties, but for strike breaking.

JEER AT CAPTAIN

Actions of the so-called snipers were not in keeping with those of snipers in enemy territory. Instead of keeping quiet and firing as snipers do, the "strikers" jeered the Captain after he had read them the riot act. Cries of "come and get us," "What are you waiting for," and insults were hurled at the troopers.

Capt. Gillis explained that it had been the intention of the troops to remove the strikers by means of tear gas, but that due to the close proximity of homes and factories in the vicinity this plan had been abandoned. Instead, smoke pots were placed near the building, and as the smoke rolled toward the strikers the troops made their attack.

Attackers succeeded in reaching the second floor of the building but could not reach the strikers who had retreated to the roof because the besieged men had pulled the ladder after them which they had used to get to the roof. Then, ironically, the wind changed and blew the smoke toward the attackers and the Maj. J. O. Givens decided that the strikers had won.

Information gleaned at the site of the "problem" was that the attacking troopers who succeeded in capturing the leader of the strikers, Lt. Samuel Wolford of Company D, would be given a three day pass.

From unimpeachable sources, the Toledo Union Journal has learned that some members of the Toledo Chamber of Commerce were "exceedingly interested in the maneuvers." Another "problem" will be solved this week in Bowling Green, Ohio, 25 miles south of Toledo.

NOT NEW MPs

The troops taking part in the "problem" were MPs from Camp Perry, a government reservation now used to house prisoners of war. They are at the camp allegedly for "basic training," but the greater proportion of them have been in the Military Police for many months and were well trained for their normal duties. The troops were moved in recently and were not composed of the regular MP units assigned to guarding prisoners.

The original story of the "military problem" appeared in the Toledo Blade and was thinly disguised with the writer of the article constantly referring to the snipers with quotation marks.

It is expected that a strong protest will be sent to the War Department by Toledo labor organizations and that they will be joined nationally by various international unions as well as CIO and AFL. One local labor leader commenting on the demonstration said, "this shows the thinking of Army officials and shows to what use they want to put the Army now that they can see the end of fighting abroad is in sight."

Commissioners Must Decide Log Beef

By J. P. SHULER

NEW YORK—After the completion of a voyage on which you have been unlucky enough to run into a logging skipper, and you feel that he gave you the works unjustly, then there is one thing you should do. Sign off the articles under protest, go to the Patrolman who paid off the ship and tell him your trouble. If he thinks your beef is okay, he will take you to the Shipping Commissioner's Office, and there you will get a hearing. After listening to both sides, the Commissioner will decide who is right. If he finds the logging unjust or illegal, he will order the logging removed and you get your money. If he finds the logging was not excessive and legal, the logging remains.

The Shipping Commissioner's office was established by Congress to settle all disputes between a master or owner and the crew. This includes almost anything except overtime and bonus beefs, which are purely a matter of negotiation and should be taken up by the union and the company.

Since the war began, the Coast Guard has taken over the merchant marine and has established, among other things, hearing units for the purpose of imposing discipline on seamen. As you all know, when a ship comes into port, a Coast Guard officer comes aboard and looks at the log books and noses around to hear if anything happened on the trip. These fellows are nice-looking guys and they become your pals. You naturally spill your guts to them and tell them all. The next thing you know, you are charged with misconduct. I don't think this practice is fair. A man should be told that he is being investigated before he is asked to talk.

A regular hearing is held before a hearing officer, an examining officer and a stenographer. It is always best to consult the union before appearing at these hearings, to find out what to do. After the hearing, if you are found guilty, you may have your papers taken away for a month or longer, or forever.

Calling All SIU Men

Now is the time to come to the aid of your union. We are engaged in an all-out effort to make Isthmian a union outfit. This can only be done with the help of every rank and file SIUer afloat. When you tie-up along side an Isthmian ship, board her and give the crew the score on waterfront unionism. Show them a copy of our contract, tell them how we settle beefs, prove to them that unionism, the SIU way, means more pork chops for them.



Don't think that I wasted a lot of words and space about the Coast Guard—because they are trying to take over the merchant marine permanently and make these hearings a regular procedure.

When in doubt, and cannot contact a union representative, payoff under protest and contact the nearest union hall immediately.

THE WEEK'S NEWS IN REVIEW



A Sports And News Roundup For The Benefit Of Our Union Members In Foreign Ports.

SPORTS . . .

BASEBALL

Things are popping in the National League. The Cards are beginning to live up to their past notices, and the pennant race is wide open again. Playing the kind of ball that the sports writers all along said they could, the Cards neutralized five games of the Cubs' lead and are now only two and a half games behind the leaders. Climax of the spurt was a sweep of the three game series with the Cubs in Chicago.

A two and a half game lead, even at this stage of the season, is not too much insurance against a club as good and as hot as the Cards. Charlie Grimm is shaking up the faltering Cubs in an desperate effort to hold the lead. He benched Bill Nicholson, 1944 home run leader, and sent Phil Cavarretta, first baseman, to right field. The ailing Heinz Becker goes to first.

Now everybody, except the most partisan Chicago and St. Louis fans, who probably won't draw a straight breath until the season's end, can sit back and enjoy a rip-roaring, slam-bang pennant brawl.

In the American, there is not much change over the positions of last week. The Tigers are still in front, but not very comfortably. The return of Tommy Bridges, their old pitching ace, from the Army won't do them much immediate good. The 38 year old hurler expects to be ready for relief roles in a few weeks, but should be in fine form by the time the world series roll around—if Detroit wins.

On the other hand Bob Feller, who rejoined the Cleveland Indians last week, has already thrown his weight around, by pitching and winning his first game—giving four hits, and striking out 12!

BOXING

History repeated itself in Madison Square Garden last week, when hard-hitting Rocky Graziano stopped Red Cochrane, welterweight champ, in the last round of a ten round go—a repetition of their June 29th battle.

As in the first fight, Cochrane led handsomely for eight rounds, clearly outboxing the victor. Then in the last two rounds, the 23 year old Graziano, who had a nine pound pull in weight at 164 and seven years of youth over the 30 year old champion, caught up with the veteran and floored him seven times before referee Benny Leonard signalled the end of the fight with Red out cold. It was five minutes before Cochrane could walk to his dressing room, but even before he got there, he had erased completely the cry of "cheese champion!" Red can fight and nobody questions his guts now!

Jimmy Bivins, of Cleveland,

just about the best heavyweight until Joe Louis and Billy Conn get back, knocked out Archie Moore, who at 168 gave away 18 pounds, twice in one fight. Bivins socked Moore while the latter was on one knee in the second and knocked him cold. Moore was given a five minute rest and was awarded the round on a foul, and the fight was ordered continued. In the sixth Bivins caught up with him again, and the fight was over.

Bivins was without question the better man, but there is no doubt that the foul blow took a great deal out of Moore. The Cleveland crowd who are strictly pro-Bivins booed Jimmy.

In the semi-final, Danny Kapilow, of the Bronx kayoed Bobby Giles of Buffalo in the fourth round. Kapilow weighed 147 to 153 for Giles.



GLEANINGS

Ben Chapman has been re-signed to manage the Phils in 1946 . . . Sentenced to voluntary servitude . . . Ball clubs will train in the south again next year . . . Al Lopez is out to break the all-time catching record. He has handled 1,786 games. The record belongs to Gabby Hartnett, who caught 1,793 . . . Byron Nelson has won fifteen of twenty golf tournaments. His take has been more than \$50,000 thus far. Not bad for beating the tar out of a little rubber ball. Dick Miller of Huntington Beach, Cal., equaled the world record for fly casting with a heave of 192 feet . . . Cpl. Bob Halferty of Long Beach, Cal., scored two consecutive holes-in-one in a recent match. One was a 308 yarder.

Major League Baseball

Monday, August 27, 1945

National League					American League				
STANDING OF THE CLUBS					STANDING OF THE CLUBS				
	W	L	PC	GB		W	L	PC	GB
Chicago	74	43	.632		Detroit	68	51	.571	
St. Louis	73	47	.608	2 1/2	Washington	67	53	.558	1 1/2
Brooklyn	66	53	.556	9	St. Louis	63	55	.534	4 1/2
New York	65	57	.533	11 1/2	New York	60	55	.522	6
Pittsburgh	65	60	.520	13	Cleveland	61	57	.517	6 1/2
Boston	56	67	.455	21	Chicago	60	59	.504	8
Cincinnati	47	72	.395	28	Boston	57	63	.475	11 1/2
Philadelphia	36	83	.303	39	Philadelphia	36	79	.313	30

Major League Leaders

CLUB BATTING						CLUB BATTING					
	R	H	HR	RBI	PC		R	H	HR	RBI	PC
Chicago	584	1147	46	533	.283	Chicago	461	1018	12	417	.263
St. Louis	601	1152	55	557	.273	Boston	470	1085	43	427	.262
Pittsburgh	605	1155	37	525	.272	New York	496	992	55	461	.260
Boston	600	1169	83	564	.272	Washington	484	1050	22	433	.259
New York	539	1149	97	503	.271	Cleveland	470	1000	52	417	.256
Brooklyn	619	1122	44	538	.271	St. Louis	470	1013	48	438	.253
Cincinnati	396	995	37	367	.249	Detroit	461	1007	55	437	.253
Phila.	430	954	44	386	.243	Phila.	365	971	26	317	.241

LEADING BATTERS						LEADING BATTERS					
	G	AB	R	PC		G	AB	R	PC		
Holmes, Boston	124	513	112	.365	Cuccinello, Chicago	98	333	43	.318		
Cavarretta, Chicago	109	412	83	.362	Case, Wash.	92	377	56	.346		
Rosen, Brooklyn	113	469	99	.341	Estalella, Phila.	93	335	37	.307		
Ott, New York	113	388	67	.327	Boudreau, Clev.	97	346	50	.306		
Hack Chicago	119	475	90	.326	Stirnweiss, N. Y.	115	479	78	.303		

RUNS BATTED IN						RUNS BATTED IN					
Walker, Brooklyn	106					Etten, New York	75				
Holmes, Boston	101					Binks, Washington	74				
Olmo, Brooklyn	98					Stephens, St. Louis	70				

HOME-RUN HITTERS						HOME-RUN HITTERS					
Holmes, Boston	26					Stephens, St. Louis	18				
Workman, Boston	20					Seery, Cleveland	13				
Ott, New York	18					York, Detroit	13				
Adams, St. Louis	18					Cullenbine, Detroit	13				

LEADING PITCHERS						LEADING PITCHERS					
	G	W	L	PC		G	W	L	PC		
Brecheen, St. Louis	17	9	3	.750	Muncief, St. Louis	20	8	2	.800		
Passeau, Chicago	26	14	5	.737	Ferriss, Boston	29	19	6	.760		
Mungo, New York	24	14	6	.700	Center, Cleveland	24	6	2	.750		
Erickson, Chicago	21	7	3	.700	Leonard, Wash.	23	14	5	.737		
Wysc, Chicago	28	18	8	.692	Benton, Detroit	21	11	4	.733		
Cooper, St. L-Bos.	23	9	4	.692	Newhouse, Det.	31	20	8	.714		
Gables, Pittsburgh	21	9	4	.692	Gromek, Clev.	27	15	7	.682		
Barrett, Bost.-St. L.	35	18	9	.667	Wolf, Wash.	25	15	8	.652		
Berringer, Chicago	28	14	7	.667	Bevens, New York	22	10	6	.625		
Burkhardt, St. Louis	30	14	7	.667	Grove, Chicago	25	12	8	.600		
Herrings, Brooklyn	16	6	3	.667	Hollingsworth, St.L.	20	9	6	.600		
Dockins, St. Louis	22	6	3	.667	Lee, Chicago	23	13	9	.591		
Prim, Chicago	25	9	6	.643	Haefner, Wash.	28	14	10	.583		
Adams, New York	54	10	6	.625	Gattel, New York	22	7	5	.583		
Sewell, Pittsburgh	27	11	7	.611	Christopher, Phil.	27	12	9	.571		
Strincevich, Pitts.	28	12	8	.600	Trout, Detroit	29	13	11	.542		
Gregg, Brooklyn	32	15	10	.600	Reynolds, Clev.	36	13	11	.542		

CURRENT EVENTS . . .

AT HOME

The War Production Board has revoked all controls for automobile production. First cars off the assembly lines will be distributed under rationing controls in order to get the cars into hands of essential users: doctors, cops, etc . . . To prevent inflation rent ceilings will continue until June, 1946, says OPA. Meat rationing will probably last for another two or three months. However, meat supply is rising and butchers are polite once again.

President Truman has called for a two year extension of the draft law for the 18-25 year bracket. There is much opposition to this . . . Three air lines cut their passenger fare to 4 1/2 cents a mile. They predict a further cut to 3 cents a mile within a few year. Air lines have made a terrific profit in the last few years. The rate could stand further cuts right now.

Secretary of Treasury Vinson hints at income tax cut in 1946. Hooray! Hooray! . . . The Army will ban its planes from flying over New York City; an aftermath of the Empire State crash . . . The miracle insecticide, DDT, has been mixed with a wall paint and will chase flies and mosquitos and other insects from a room . . . A Wisconsin farmer claims to have succeeded in growing pre-salted celery . . . Somebody ought to work on sandless spinach.

Radio hams can break their silence. No new applications will be received, but those who held licenses between Dec. 7, 1941 and Dec. 15, 1942 can go back to their dits and tats . . . Army discharge score will be lowered to 75 points . . . Some veteran combat troops redeployed from Europe are kicking about being shipped to the Pacific . . . Nelson A. Rockefeller has quit the State Department. He is replaced by Spruille Braden, ambassador to Argentina . . . All federal departments and agencies return to the 40 hour week . . . New York City planning to spend a billion bucks on subway and street car extensions and improvements . . . New auto prices based on 1942 level.

INTERNATIONAL

Russia has signed a treaty with the Chiang Kai-shek government which, if carried out, will cut the legs from under the Chinese communists. The treaty recognizes the present government as the only legal one and Russia promises to respect the territorial integrity and sovereignty of China, and not to interfere in the internal affairs of the country. Furthermore, Russian moral and physical aid will be given only to the National Government.

Democratic Spaniards have formed a government in exile. All anti-fascist parties have adhered to it, with the exception of the Communists and the small Negrin wing of the Socialist Party, which is under communist domination . . . Bulgaria has postponed its election as requested to by the U. S. and Britain, so that standards to assure full democratic participation can be set up . . . Four fliers who participated in the Doolittle raid on Japan have been discovered in a Japanese prison camp. They were weak and haggard, but alive! They had been sentenced to death, as reported by the Tokyo radio, but their sentences were commuted by Hirohito . . . Fate of the others is still unknown.

Pay of French troops has been cut from 27 francs to 6 francs a day, twelve cents in American money . . . Britain has brought back the dim-out in order to save coal . . . Subhas Chandra Bose, who headed the Indian puppet government for Japan, is reported killed in a plane crash . . . Good news, of course, but not necessarily true, as Brother Bose was reported killed once before . . . Viceroy Wavell is in England discussing the whole question of India with the new Labor Government.

Minor League Standings

INTERNATIONAL LEAGUE				AMERICAN ASSOCIATION			
	W	L	PC		W	L	PC
Montreal	84	49	.632	Milwaukee	83	54	.606
Toronto	73	60	.549	Indianapolis	79	58	.577
Newark	72	60	.545	Louisville	77	60	.562
Baltimore	70	61	.534	St. Paul	67	65	.508
Jersey City	65	68	.489	Minneapolis	63	72	.467
Buffalo	56	78	.418	Toledo	62	74	.456
Rochester	56	78	.418	Kansas City	56	77	.421
Syracuse	55	77	.417	Columbus	55	82	.401

SOUTHERN ASSOCIATION				PACIFIC COAST LEAGUE			
	W	L	PC		W	L	PC
Atlanta	85	40	.680	Portland	92	59	.609
Chattanooga	78	47	.624	Seattle	88	61	.591
N. Orleans	68	57	.544	Sacramento	79	72	.523
Mobile	67	57	.540	San Francisco	78	73	.517
Memphis	58	65	.472	Oakland	72	80	.474
Birmingham	49	74	.398	San Diego	71	82	.464
Nashville	48	75	.390	Los Angeles	65	87	.428
Little Rock	43	81	.347	Hollywood	60	91	.397



BULLETIN BOARD

—Unclaimed Wages— Alcoa Steamship Company, Inc.

Forgery, Howard	3.22	Roberts, V.	5.54	Cyrus M. Crooks	11.25	Evanis, W.	.73	Riddel, John W.	1.40
Giddings, Wayne	3.56	Smith, J.	6.58	Estol Barton	4.90	Daly, J. R.	.73	Madruza, Alvin J.	1.40
Festa, Donencio	3.56	Gray, R.	.01	Estol Barton	13.01	Saporite, S.	2.23	O'Conner, Walter B.	1.40
Winterberger, Walter	16.43	Marx, H.	32.45	Howard Bowen	11.14	Lane, J.	2.23	Hill, J. M.	4.00
Shea, James	2.88	Frosher, G.	3.53	Don W. Harrell	9.90	Bell, H. A.	2.23	Faquette, G. P.	44.99
Harrigan, Edward A.	2.88	Lashua, C.	1.63	Maurice Finn	9.90	Fuchs, W.	2.23	Burschell, P.	52.88
Dellone, Cameron	.74	Sullivan, T.	4.53	Archibald Glendenning	9.90	Burns, R. J.	2.23	Stock, T.	3.13
Winterberger, Walter	.74	Jaynes, H.	2.16	Newton A. Huff	9.90	Warde, K.	4.45	Collison, E. J.	3.17
Reuss, Ramond E.	5.73	C. Kampf	2.16	George W. Grossman	9.90	Kidder, H.	4.45	Walton, J. F.	28.86
Payne, George N.	8.76	Carroll, J.	8.00	George G. Miller	9.90	Cogswell, J.	4.45	Corriveau, L.	28.86
Leland L. Lucus	1.33	Jordna, R.	6.00	Robert B. Graham	9.90	Belair, L. J.	2.23	Blaise, F.	28.86
Forgery, Howard E.	3.11	Sullivan, A.	12.00	Chester A. Holtz	9.90	Daines, A.	13.98	Trembley, E. J.	28.86
Tucker, Thomas E.	1.99	Dosse, J. J.	2.00	James M. Smith	13.71	Latimer, H. C.	6.20	Tubens, J.	31.76
Moore, William H.	1.33	Donoghue, J. T.	2.00	Walter O. Green	9.90	Schleason, R. H.	6.10	Smith, B. L.	28.86
Siuro, John A.	2.66	Thorpe, C. A.	4.00	Alfred L. Watson	10.89	Smythe, E.	5.42	Gallo, R.	3.28
Koster, Joseph F.	.66	Saunders, J.	7.19	Marshall A. Dodge	10.89	Kephart, O. A.	5.59	Michaelis, J. R.	3.28
Reuss, Raymond E.	8.09	McIsaac, H.	7.19	Adolph F. Vante	130.03	Goodwin, D. G.	5.42	Mills, E. I.	3.28
Vargas, Vincent	8.34	Gerourd, A.	10.75	John Pritchard	.59	Herleikson, H. B.	8.23	Stith, Frank	28.14
Kavanaugh L. M.	8.34	Bosworth, C.	6.86	Howard F. Taylor	3.09	Williams, A. H.	6.47	Poloniak, Walter	3.28
Doner, Francis E.	8.34	Mitchell, R.	.75	David M. Baris	5.75	Harper, W.	6.30	Aberson, C.	11.23
Grasso, Paul	6.63	Keavney, F.	10.58	William Chalkey	17.32	Russell, C.	6.47	Skaalebard, Hans	3.29
Ford, George W.	5.15	MacGregor, D.	13.11	James Huguley	17.32	G. J. Barnett	5.56	Mulholland, Robert	2.95
O'Leary, John H.	5.15	Carr, Jos. G.	30.72	Huguley, Herman	17.32	Freiberg, J.	5.56	Lindfors, Rolf	2.95
Parker, George	4.92	Bolick, H. F.	6.00	Rains, Robert	3.62	Buen, V. N.	3.18	Leight, Galen	3.19
Welch, L.	49.90	Thompson, J.	5.35	Lein, Lyle H.	7.76	Busey, W. A.	14.73	Ellis, William	2.95
Landau, Ludwig F. W.	12.47	Coggins, F. W.	1.29	Hansen, Olaf I.	2.53	McCoy, J.	1.98	Colella, William	2.50
Morris, Max	42.50	Irving, Daniel M.	24.55	Brooks, Richard L.	9.86	Halcombe, E.	6.34	Jones, Glynne	2.96
Colon, Jose R.	8.33	Modjeska, Stanley K.	9.86	Longobardi, Louis L.	2.53	Ryder, J.	5.56	Sorensen, Sigurd A.	3.19
Sumpter, John D.	2.84	Cederholm, Sven	183.92	Kenly, Arthur L.	9.03	Luth, W.	5.56	Watson, Edward	2.50
Kirk, William S.	5.02	Banton, Willis D. Banton	9.37	Smith, Harold J.	9.03	Harkavy, A.	1.58	Baldwin, George	2.63
Therrien, Hector J.	9.63	Brewer, William	23.61	O'Keefe, Edward A.	14.72	Kadian, V.	1.58	Placido, Aldevera	30.72
Ryan, Walter A.	12.15	Cordils, Marino	7.16	Pigg, Nolan M. Jr.	22.09	Miller, A.	7.52	Kane, William R.	11.75
Mikalajunas, John J.	10.72	Albaran, Edermio	7.16	Maszy, Francis	13.98	Schaule, J. A.	.79	Yarnatz, Joseph	2.88
Thompson, William R.	30.60	Archibald, B.	2.60	Livingston, J.	10.00	Mason, C. E.	1.58	Hughes, Edward	2.88
White, A.	7.11	Bennette, Carl A.	2.31	Stoppel, B.	10.00	Hart, C. A.	4.75	Hutton, Robert R.	2.51
Hunter, J.	35.64	Hyes, Vernon	2.31	Drennan G.	.10	Donze, A.	1.58	Dermody, Edward	5.02
Bancott, James	2.71	Bryning, Walter	2.31	Peterson, G. A.	16.50	Fiddes, E.	2.67		
Parker, Josejh	9.86	Donohue, Alfred W.	2.31	Gonsalves, H.	9.35	Nolan, James L.	4.48		
Malloy, Joseph	9.86	Crawford, James P.	2.31	Doolittle, C.	15.11	Trumper, Henry	62.12		
Williams, James	2.71	Emanuel, Marshall E.	2.31	Propst, R. N.	4.43	Tuckfield, L.	3.90		
Hoffman, B.	1.78	Hughes, John J.	2.31	De Groff, E. R.	8.44	Mayer, A. E.	3.46		
Rennie, William	5.35	Berry, James W.	2.31	Warden, C. H.	8.09	Donze, G.	3.46		
Kojos, R.	5.35	Cox, Charles E.	2.54	Johnson, Arthur	34.39	Palmer, J.	3.46		
Mauresetter, R.	5.35	Vrocher, William E.	2.54	Wolocicz, Leon J.	26.52	Hetman, M.	3.46		
Pastern, A.	1.78	Camp, Willis E.	2.54	Nicholas, Donald	20.56	Barber, E.	6.52		
Dollinter, M.	1.78	Andersen, Bertie J.	2.54	Williams, James P.	24.60	Owens, L.	4.80		
Fisher, J.	1.78	Burke, Tim E.	2.31	Moore, Henry F.	22.70	D'Angelo, L. N.	3.81		
Edwards, D.	1.78	Brewton, William J.	2.31	Andrews, S.	.73	Miller, J.	3.81		
Parker, E.	1.78	Walter, Guy W.	3.52	Herlman, H.	.73	Mays, J. S.	3.81		
Marshall, J.	5.35	Elliott, George E.	2.31	Utley, C.	.73	Cumra, F. R.	3.81		
Benetez, P.	1.78	Archibald, Brumel	18.20	Corbett, H.	35.23	Scarcliff, C. F.	3.46		
Staten, E.	2.67	Bryning, Walter	16.17	Hayes, J.	.73	Stringfellow, J.	5.29		
Hunter, F. S.	2.67	Harrell, Don W.	16.17	Burlingame, R.	.73	Andersen, J.	4.76		
Graham, E.	5.35	Hayes, Vernon	16.17	Bernard, R.	.73	Mulder, A. N.	4.07		
Ballantyne, H.	2.67	Wilson, Warren	16.17	Wheeler, R.	.73	Korolia, D. D.	3.46		
I. Logan	2.67	Benson, Guetaf H.	16.17	Halpin, G.	.73	Chamberlain, E.	3.46		
J. Sweeney	1.78	Cederholm, Sven	16.17			Beattie, J.	3.46		
C. Williams	1.78	Hughes, John J.	16.16						
C. Noble	1.78	Reynolds, Robert C.	16.16						
C. Douglass	8.02	Sweetser, Walter	16.16						
J. Renka	5.42	Camp, Willis E.	\$19.00						
Shephard, A.	5.00	Pudzik, John	17.79						
Emanuel, T.	2.54	Vrocher, William E.	17.79						
Rockwell, Allen	2.77	Jacobs, Arthur N.	17.79						
Brinkman, V.	2.77	Light, Sam F.	17.79						
Pedersen, Otto	2.77	Anderson, James W.	17.79						
Kearns, James	2.77	Fletcher, Ellis E.	17.79						
Kates, Louis	2.77	Nidy, Joseph A.	16.16						
Beihl, James	2.77	Hughes, Charles M.	16.16						
Nelson, H. I.	8.09	Johnsen, Emil	16.16						
Howard, T.	14.48	Turner, Charles E.	24.66						
Bishop, S. B.	8.25	Jackson, Lionel	22.24						
Mapp Iran	11.51	Brewer, William A.	19.00						
Czerkies, H.	5.32	Blackman, Edward	16.16						
Miller, D.	3.12	Brown, Leonard	16.16						
Chapman, R.	8.23	Howard, Louis	16.16						
Jensen, B.	6.29	Anderson, Lowery G.	71.61						
Hindle, R.	5.64	Nicholas, B. St.	2.38						
Hendrick, K.	6.14	Carman, Byron	2.38						
Bourdonnay, R.	.06	Parker, Joseph	.89						
Jackson, R.	4.85	Sequeira, Frank	3.12						
Wainwright, V.	5.00	Sue, Franklin A.	1.78						
Swindell, E.	1.24	Littleton, Robert L.	21.71						
Ryninger, G.	5.15								
Gray, L.	1.19								
Henley, H.	3.96								
Hoffman, G.	3.96								
Jones, E.	5.35								
Evans, E.	.07								
Brown, C.	6.43								

SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
CHARLESTON	68 Society St.
SAVANNAH	220 East Bay St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
HOUSTON	6805 Canal St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Beaufort St.
VANCOUVER	144 W. Hastings St.

PERSONALS

Holder of Receipt No. 98212 contact Headquarters office in New York City.

E. JONES

Book No. 41132, please see Joe Algina, New York Patrolman.

CREW PHINEAS BANNING

Voyage March 24, 1944. Please contact Sol. C. Berenholtz, 1102 Court Square Building, Baltimore, in regard to the death of Brother Joseph Waltone.

CLARENCE WILFORD Mac-INNES — Pick up your glasses and case and identification tag at the baggage room New York union hall—left on SS Aiken Victory last voyage.

MONEY DUE

SS COLIN KELLY, JR.

The men who lost their clothing have money due. See Mr. Walsh at the Waterman Office, 19 Rector Street, New York City.

SS WILLIAM MOULTRIE

All hands who paid off in Seattle on July 13th have ammunition money due. Collect by writing or calling in person at Robin Lines, 39 Cortlandt St., New York. When receiving checks, please sign the enclosed vouchers and send them back to the company office.

SS RICHARD BASSETT

These members of the Stewards department who paid off in Norfolk have money due: Walter Tilletson, Jack East, William Jacobs, Robert Gordon, Vincent Tayman, William Beach, Calvin Reid, Daniel Tamsey, and Phillip Chandnoit—all 28 hours. Collect at Bull Line, 115 Broad Street.

SS BLUE RIDGE VICTORY

The following, who paid off in Norfolk, have money coming: Bair, 6 hrs.; Eichenberg, 15 hrs.; Baily, 14 hrs.; Bengel, 12 hrs.; Graupsteel, 11 hrs.; Shermin, 4 hrs.; Swift, 4 hrs.; Powers, 1 hrs.; McGill, 4 hrs.; Weldman, 3 hrs.; Scully, 12 hrs.; Johnson, 31 hrs.; Young, 15 hrs.; Pedrotty, 19 hrs. Collect at Calmar, 44 Whitehall St.

SS DANIEL WILLARD

All hands who paid off in Portland, Maine, have one weeks linen money due. Richard Voelz, Utility, has a division and some adjusted overtime due. Collect at Calmar.

ISTHMIAN MEN, Read About--

Settling A Crew's Beef The Seafarers' Way!

Typical of beefs settled by the Seafarers is the one which occurred on the SS Lou Gehrig. When the ship docked in New York the crew presented demands for overtime for work which was not listed in the ship's log.

Shoreside union officials were convinced that the ship's officers had altered the log in order to throw some of the crew's overtime money to themselves.

The Seafarers went to bat at once! Three department delegates off the ship and a union Patrolman went to the home office of the Eastern Steamship Company in Boston and turned on the heat.

Results? Look below at the headlines from that week's issue of the Seafarers Log. \$25,210 went to the crew after the union finished with the beef.

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



Vol. VII.
NEW YORK, N. Y., FRIDAY, MARCH 22, 1945
No. 12

OLD AND NEW WLB HEADS DISCUSS JOBS



\$25,210 Is Collected On Falsified Ship's Log Beef

That a militant crew, plus competent shoreside representation by experienced Patrolmen can force the shipowners to pay legitimate overtime—even when the ship's log has been doctored to keep the wages down—was proven again when the Eastern Steamship Company finally made out pay vouchers for the crew of the SS Lou Gehrig. The crew received \$25,210 in overtime for the crew of the SS Lou Gehrig. The crew received \$25,210 in overtime for the crew of the SS Lou Gehrig.

It takes experienced and militant shoreside representation to collect tough shipboard beefs. That's what rank and file seamen find at the SIU.

Beefs handled the Seafarers' way pay off!

Isthmian men are welcome at all 28 SIU halls. Come in and look over the records of settled beefs. It makes some mighty sweet reading.

**SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA**