

"It's Done With Mirrors"



—Justice

Crew Finds Mail Order Skipper Is No Bargain

By ROBERT BUNNER

The chain store-Sewell Avery influence has invaded the merchant shipping field.

But in this case the system worked in reverse. Where Avery refused to accept the advice of the Army, Captain C. R. Eche, skipper of the Waterman Steamship Company's SS Lamar, called upon the Coast Guard for assistance in every reported "disciplinary beef," according to the brothers who paid off the ship last week after a four and half month's trip to the front.

Capt. Eche, who just took over the duties of skipper after a long session of employment with Sears-Roebuck, used every opportunity to log the men and in some cases attempted to have a brother receive penitentiary terms.

Chief among the victims of the 'little dictator's' wrath was Bro. Samuel Charles Foster on whom charges of hitting an officer could not be proved. Apparently the company men did not get together on their stories before the Coast Guard because the mate claimed the first assistant had been hit in the gunner's mess-room while the first said he was hit in the crew's mess.

The crew faced a multitude of charges. The chief beef, according to Johnnie Morris, boatswain, was that the boys would be logged for being drunk and to these charges they sometimes pleaded guilty. Then the dictator would

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Keep In Touch With Your Draft Board

The heat's on, and make no mistake about it. Draft Boards throughout the country have received increased quotas for February, and they are combing their rolls for new GI's.

As long as you are an active merchant seaman they can't touch you. But if you lay on the beach beyond your allotted time, then they will try to jerk you into the army. The union is ready to go to the aid of any brother who gets in a jam with his Draft Board. But you might as well know that there is little we can do for you if you have a bad shipping record.

Don't take a chance—keep on the ships if you want to stay out of the army. And remember, you are allowed 2 days ashore for each week at sea. But the shore time is not to exceed 30 days at any one time.

Administration Is Forging New Chains For Organized Labor

Organized labor faced another home front fight in defense of its rights this week as the Administration and Congress joined in laying plans for a "national service act." The proposed legislation, if enforced, would smash the closed shop in many industries, nullify attempts to win wage increases, and so cripple the union movement that it might well take years to recover. This squeeze against labor started two weeks ago

IN STORMY MEETING MEMBERSHIP DEMANDS NEWS FROM THE PORTS

NEW YORK—Those pie-cards who fail to keep the membership informed of the happenings in their ports through the medium of the LOG, came in for a working over at the hands of the membership last Monday night. In a long and heated discussion, member after member took the floor to demand that regular news from all ports be sent to the LOG by the branch agents.

One brother even went so far as to move that all agents be fined \$25 each time they missed sending a weekly report to the LOG. A chorus of approval greeted his motion, with several amendments boosting the fine to \$50 and \$75. The sentiments for fines was defeated only after the New York officials rose to the defense of their brothers in the out-ports and remarked that such financial penalties were beyond the ability of the Agents to pay. And if such a motion were passed by the membership, we might find ourselves without any agents.

The membership finally compromised on a motion instructing the Editor to place the name of each port in a special box in the LOG when that port was delinquent in sending in news.

What was revealed at the New York meeting was the fact that the rank and file members thirst for news from their home ports, and the only way they can get that news is through the columns of their union paper. It is strictly the responsibility of the Agent in each port to see that the men who sail out of their ports are kept informed of events in their absence.

Following the installation of new Agents for the 1945 term, the practice of publishing the names of delinquent ports will be adhered to—as per the instruction of the membership.

No Convoys Were Missed

No merchant ship missed convoy during the holiday season as thousands of American merchant seamen and officers voluntarily returned to the sea to maintain the unbroken supply line of ships sailing to the fighting fronts, the War Shipping Administration announced this week. Men on shore leave responded to urgent appeals carried in the newspapers and broadcast over the radio and sacrificed opportunities to spend the holidays with their families. In previous years the departure of some ships was delayed by the shortage of experienced personnel during the holiday season, WSA said.

"The response of these men to the appeal that they return to duty immediately was magnificent," said Captain Macauley, Deputy War Shipping Administrator. "They are civilian volunteers and are not subject to compulsory curtailment of their leaves. Few, if any of them, spent Christmas day with their families, though there was absolutely no means of compelling them to return. Many of these men had not seen their families in months. They realized that their return was necessary to avert a crisis in manning ships and they reported; they came from the Midwest, from the South, and from port cities. They acted in keeping with the traditions of the service."

"We are training thousands of recruits and schooling other men and officers for higher grades. But we must have the services of the veterans who left the sea for shore jobs in the mistaken belief that their emergency duties were over. They must also answer the call, if we are to 'keep 'em sailing,'" Captain Macauley said.

when War Mobilization Director James F. Byrnes demanded that manpower be dragooned for war production. In his message to Congress last week President Roosevelt endorsed Byrnes proposals, and there has now been introduced in the House of Representatives the "May-Bailey Mobilization Bill." This bill vests manpower channeling authority with Byrnes and Selective Service.

While the details of the bill have not been published, its general outline is clear. Byrnes and the Draft Boards would have authority to allocate every man to a specific job—and we can be certain that the rights of organized labor will not be protected in the process.

Should Byrnes decide, for instance, that 400 additional men are needed in a certain war plant, he would have authority to force men to work in that plant on pain of draft into the army. And we can be sure that these men would not be required to join any union holding a contract in the plant. This would result in splitting wide open the contract, would mean that the union would not only be unable to fight for better conditions, but would be powerless to protect its existing conditions against the employer offensive certain to accompany the Byrnes ukase.

In short, labor would be in chains—stripped of its power to improve its conditions, or even to defend its present meager living standard.

Byrnes and Congress attempt to cover this essentially union-busting move with a lot of patriotism and false figures on production needs. The facts are that labor has already performed a miracle of production, and is capable of even greater records if given the proper plant management.

The tip off as to Byrnes' real motives in demanding labor draft was a remark dropped by him last week at a press conference. He said that there was "overwhelming proof" that wage rate increases had "outstripped" rising living costs. In other words he intends to prohibit any wage

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HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - Washington Rep.
424 5th Street, N. W., Washington, D. C.

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A Page From Hitler

"Assistant President" James F. Byrnes, in his role of director of war mobilization and reconversion, opened the New Year with a surprising demand for more shackles for the nation's workers.

In a 20,000-word report on conditions on the home front, he exaggerated the crisis in war production—a form of overstatement which has become characteristic—and insisted that workers must be put into a straitjacket to get the job done.

He called for legislation to drive into war factories 4-F workers who have been rejected for military service because of physical or mental disqualifications — though most of them, as a matter of fact, are already in war jobs or other occupations classified as essential.

Byrnes' clamor for compulsion comes in face of the fact that by voluntary means workers have set a record of production that has amazed the world.

At the same time, Byrnes demanded additional legislation to restrict unions in the name of "treating the Petrillos and the Averys alike." The kind of law he proposed has been opposed by the National War Labor Board as a hindrance rather than help to speedy settlement of war-time industrial disputes.

Byrnes was assisted in his vicious assault on labor by Senator Joseph H. Ball (Rep., Minn.) who in a bid for the headlines also came out for a "law against union defiance" on the pretext of reaching "Petrillos as well as Averys."

All this talk of coercion has spread confusion, suspicion and resentment thereby making our job all the harder.

We have in the past licked labor shortages voluntarily through our own unions and through labor-management cooperation, and we can continue to do so, if the authorities will stop yelling "wolf" and stop threatening to put workers in chains.

American workers do best by democratic, voluntary methods. They have demonstrated that by a production record during the past three years that has been almost universally labelled a "miracle." Nazi methods will not work in this country.

—Labor

Mail Order Capt. Is No Bargain

(Continued from Page 1)

ring in charges of misconduct, overstaying leave, inciting trouble among the crew and anything else that happened to occur to him at the time.

The payoff came in Cherbourg, where Bro. Francis Pashang, deck delegate, went up to argue a beef and suddenly found himself under arrest and thrown into jail. In Pashang's absence, Brother Tanskey acted as delegate and on his appearance before the skipper, found himself also in jail. The boys spent three days in the bastille before being released.

Capt. Ecke endeavored to have the boys tried in a foreign port but here the Coast Guard stepped in and reminded him of an agreement that no seaman could be tried in a port where he did not have a representative.

The brothers registered all sorts of complaints when arriving last week. They told of days of drinking water containing 20 grains of salt, days without food, especially bread. Water was turned off in the crew showers but the officers still had fresh water for their baths. Bro. Wilfred Roux, black gang delegate, told of going to the skipper to get buckets for the crew to use for washing. The benevolent ex-Sear-Roeback man, gave Roux a two quart bucket for the use of nine men and then wondered why he beefed.

Another thing that puzzled the boys was the fact that they left the States with about 10 cases of cigarettes, no razor blades, no candy, yet they seemed to have plenty when ever the slop chest opened.

There was no love lost for the 22-year-old mate either. An ex-mess boy, making his first trip as mate, he thought of peculiar duties for the deck crew. One of the best was ordering them to polish the dogs on the portholes. An ordinary seaman was sent aloft to secure the guys for the safety of the ship. The same ordinary sounded bilges after 5 p.m. without overtime, again for safety of the ship.

Another thing he failed to put

over on the brothers was restricting them to the ship while other members of the crew got shore leave. Bro. Morris notified him that any man forced to stay aboard would put in for overtime for the amount of time he was kept aboard. The Coast Guard bore Johnnie out in this statement and the captain backed water.

Capt. Ecke seems to be benefiting from his long service with labor - hating Sears - Roeback, where Waterman got him.

So that the brothers will recognize him in case they ever make a ship he is skipping, his ex-crew members describe him as being a short heavy set person who will stand for any amount of noise when he is not flanked by a bunch of stooges who will fight his battles.

Meanwhile a bunch of good seamen are suspended or placed under probation at this time when experienced men are hard to get. Instead of making life agreeable, captains like, Ecke, are making it miserable.

Billions For Business

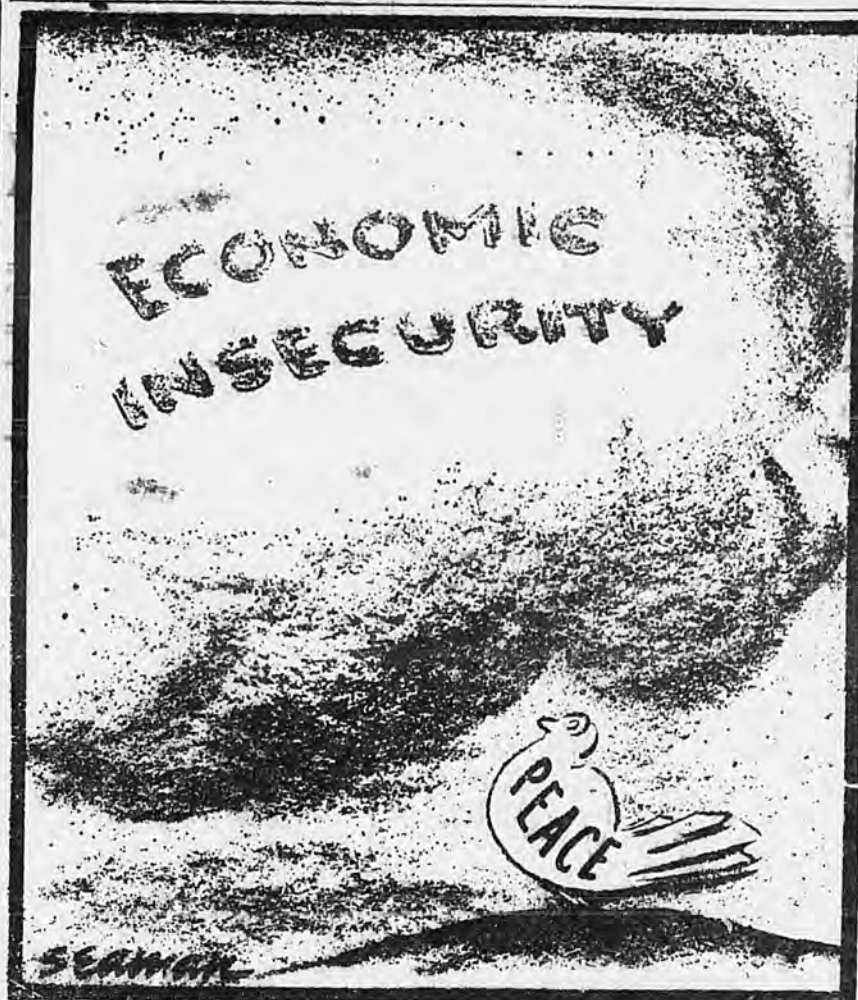
"Big Business" is doing very well. The Securities and Exchange Commission reports that 1,271 of the leading corporations added \$803,000,000 to their working capital in the first six months of last year. They did somewhat better in 1942 and 1943, but in 1940 and 1941 the annual increase was only \$512,000,000.

For the four and one-half years from December, 1939, to June 30, 1944, these same corporations increased their working capital by \$6,374,000,000. The total is now \$17,449,000,000.

These are astronomical figures. The human mind cannot grasp their significance. Yet they constitute just one "straw" revealing the tremendous prosperity of "Big Business" during these days of "tears and sweat and blood."

In addition, there are other "assets" and tax credits and other mysteries of expert accounting which give "Big Business" 40 or 50 billions, or maybe more. Unfortunately, many of the beneficiaries of this unexampled prosperity loudly protest when American workers demand that they too should have a post-war "nest egg."

"Ceiling Zero"



—Justice

Editors Mail

Editor, Seafarers Log

Dear Sir and Brother:

Necessity is the mother of invention, is the old saw that has particular emphasis in regards to the latest Stalinist NMU demand. Having failed in their efforts to foist the checkoff on the NMU membership and the maritime industry as a whole; having met disastrous defeats at every effort at gaining organizational strength, the parasites are driven to the point of desperation.

They are confronted by the facts of life, and the cold and bitter realization that the workers are not fools. A bitter realization indeed for the C.P. to swallow—that the maritime industry is essentially and basically union conscious, given the opportunity, and knows the difference between political parasites and real union men.

In the face of necessity to win an organizational victory, the first in lo these many years, they must work diligently for survival and the continuation of their dictatorship and the maintenance of their inflated political claims in Washington.

The Kommical Kommissars must invent more slogans to advance their interests. With the Esso elections in the offing, in which the C.P.-NMU will seek a victory, a propaganda campaign is deluging the industry. "Full Employment in the Post War Period" and "\$200 per month for AB's", etc.

Yet, in case John Shipowner should become nervous and might take them at their face value, the NMU Pilot of December 29, 1944 carries an elaborate cartoon and editorial on Shipowner - NMU "cooperation" with bigger and better cooperation for the future promised. In fact, the CP-NMU insists upon cooperation with the shipowner.

Thus they stand exposed as

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WHAT'S DOING

Around the Ports

NEW YORK

Shipping is still good in this port, especially for AB's and Firemen. 812 shipped in all departments this past week with the board full of jobs.

The Marine Dragon, a C-4 belonging to Waterman, crewed up here last week. It was quite a job to get the manning scale set up. But she finally crewed with a larger scale in all departments than any ship of her type has carried before. Being the first C-4 that the Seafarers have manned it will probably take a trip or so to get everything straight for a permanent set-up. We have a first class crew in this job and they should bring her in a credit to the union.

The Bull Line is giving the patrolmen here a headache by paying off ships late. It seems as if they never know when the ship is to payoff until a couple of hours before the payoff and that generally happens after 5 p.m. The crews are beginning to get wise to this and I am afraid that very soon the men will be leaving the ship at the end of the day and showing up at the company office the next day for the payoff.

We are having some ships with long payoffs behind them and most of them have a hell of a lot of beefs and when a company representative is aboard with authority to settle beefs, they generally payoff clean. But when a ship like the SS Kossuth pays off with a ten-month trip behind her and no representative from the company aboard it makes good for no one. All crews should remember that they have the right to demand that the company furnish some one with authority to settle beefs at the payoff.

The SS John G. Hibben of the Seas Shipping Company came in Saturday with a broken watch beef. It seems that some of these skippers just can't decide when they are in port and when they are at sea. The crew held the overtime pay over and with the cooperation of the company and the good work of Patrolmen Sheehan, Hart and Stone, the overtime has been set up to the tune of approximately 3500 hours

for all departments.

On several ships that have come into this port lately the men have failed to keep individual overtime records. It is hard to collect overtime when you have no record of when, where, or why, it was worked, and you can not trust the head of your department to keep a complete record.

There are a number of men coming in here to see about money that was set up on various vessels after the payoff. Mostly these men come from other ports. Generally the men reach port days or weeks before the ship's records get here and on a few occasions steamship companies have reversed their decision and refused to pay overtime that was okayed at payoff time. Therefore it is advisable to wait an extra hour or even a day for your pay rather than jeopardize your chances of collecting. Once more we repeat that a drunk at payoff time is not only a pain to the patrolman, but often causes confusion that results in the loss of money for himself and his shipmates, and is a damned poor example of unionism to the new members.

Twenty-nine ships paid off and 25 signed on last week. With this and a number of out port beefs the patrolmen here have not been able to catch their wind from the holiday rush. The New Year looks like an active one for the Seafarers, with a number of new ships coming out and it is up to the membership to see that they are properly manned and put in good condition by the companies and kept that way by the union.

J. P. SHULER, Patrolman

I should like now to mention the Stewards' Department delegate on the D. S. Brady. His name is L. Collins and he did excellent work as a delegate. He brought the vessel into port in good shape after a rough voyage of seven and a half months. He

was not gassed up at time of payoff and he handled his department with the utmost efficiency.

I say that brother Collins is a credit to the SIU, and any crew that sails with him can be sure of getting the overtime that is due them.

WM. HAMILTON,
Patrolman

New Chains For Labor

(Continued from Page 1)

increases now demanded by labor to meet living costs. Should the proposed legislation be passed, the country's workers would receive no consideration from Byrnes—nor from any one else since their unions would be incapable of forcing a hearing from Washington.

The employer-controlled politicians in Washington are becoming bolder and bolder in their anti-labor maneuvers. They are now attempting to adopt openly Fascist methods to enslave the workers.

While both the CIO and AFL leadership has expressed opposition to this latest attack upon the workers, it is time for them to do more than express disappointment and pious hopes for "a sounder and more workable program." It is time for labor to make a stand in defense of its fundamental rights. If it doesn't—it will face years of slavery.



Only One Out of Five Can Count on a Job Under Selective Service Rules; Unions Protect All

MONEY DUE

SS ROBERT M. HUNTER
Voyage No. 5

Following men contact Agent Waid in Savannah for overtime vouchers: Leo L. Wallace, Oiler, 9 hrs; Robert Vance, Oiler, 9½ hrs; and William Kennedy, Oiler, 8 hrs.

SS WILLIAM B. GILES

Glen Grimshaw collect 8 hours overtime from Mississippi Line office in New Orleans.

SS HIBBEN

Crew has 3500 hours coming from broken watch beef. Appear at New York hall 9:30 A.M. January 17, 1945.

SS JOHN HOLLAND

Deck Dept. of above vessel can collect overtime by writing to the American President Lines, 29 Broadway, New York.

SS RUFUS PECKHAM
Voyage No. 7

E. Elliott, 92 hrs; Nick Tala, 36 hrs; C. R. Henry, 28 hrs; Wm. Chadburn, 96 hrs. All hands have 2 meals money payable. Collect at Bull Line Office.

SS CAPE CORWIN

T. Shore, 29 hrs. Collect at Bull Line Office.

SS SAMUEL MILLER
Voyage No. 6

Paid off in Philadelphia, Pa. Extra meal money payable at Waterman Office, 19 Rector Street. Chief Cook, 2nd Cook, Robert Osborne, Harry Erwin. Collect at Waterman Office.

TRAMELL WARD

2nd Baker on SS Bienville, Voyage No. 2: You have been paid all overtime due.

U-Boat War Intensified During December; Allies Admit Increased Losses

Gas Turbin Found Efficient In Ships

WASHINGTON, Jan. 9—A gas turbine is being developed as a means of ship propulsion, the Maritime Commission disclosed today. It was described as "inherently more efficient" than steam, but experiments have not gone far enough to determine whether a changeover to the new motive power might be in prospect in the near future.

More War Bonds Bought By SIU

Ten thousand dollars worth of U. S. war bonds arrived at headquarters this week from the Treasury Department, and were taken to the union's safety deposit vault by a committee and deposited with those bonds previously purchased.

The latest purchases, part of the union's participation in the 6th War Loan Drive, brings the union's holdings in bonds to the grand total of \$213,500. This is an extremely high figure for a union of the size of the Atlantic & Gulf District of the SIU.

The latest purchase was carried out in accordance with a coastwise resolution passed by the membership two months ago. The resolution follows:

WHEREAS: The Atlantic & Gulf District of the Seafarers International Union of North America has in the Hospital, Burial and Shipwreck Fund more than sufficient cash to meet the ordinary disbursements required of these funds, and

WHEREAS: This cash is lying idle in the bank, and

WHEREAS: United States Defense Bonds constitute the safest investment in the world, the entire integrity of the government being their guarantee, and

WHEREAS: The Government has urgent need of this money to finance a war in which our members are front line fighters, therefore be it

RESOLVED: That the Secretary-Treasurer of the Atlantic and Gulf District be instructed to withdraw \$10,000 from the Hospital, Burial and Shipwreck fund, and with this money purchased War Bonds, and be it further

RESOLVED: That a banking Committee of 3 men be elected at the New York branch meeting to go with the Secretary-Treasurer to deposit these bonds in the safe deposit box. These bonds shall be examined by each quarterly finance committee.

H. A. TOMLINSON, No. 26348
DONALD WEST, No. 32059
ALEXANDER KERR,
No. 29314

WASHINGTON, Jan. 9 — U-boat warfare "flared into renewed activity" during December, President Roosevelt and Prime Minister Churchill reported tonight, describing the increased activity by German submarines as "but another index that the European war is far from over."

They said that Allied losses of merchant shipping had increased, but despite the losses "the United Nations are regularly continuing to supply their expanding armies over the world, enabling them to resist the attackers or drive back the foe."

"The Allies continue to sink the enemy undersea craft in widely separated parts of the world," the monthly joint statement of the Anglo-American leaders said.

The announcement of the recent landing of enemy agents from a U-boat on the Maine coast is yet another indication that the menace of Germany's undersea fleet is real and continuing.

Increased U-boat activity had been forecast by the President and the Prime Minister in their joint statement on submarines and anti-submarine actions during November.

They said at that time that Germany had "by no means abandoned the struggle" and had introduced new devices such as an extensible air intake and exhaust to enable U-boats to remain submerged for long periods.

They said that reports that Germany had abandoned U-boat construction were "probably German-inspired" and untrue.

A dispatch from Berlin said that in the last ten days forty Allied merchantmen and five destroyers were sunk.

Editor's Mail

(Continued from Page 2)

agents of the shipowners and the NMU is the self-proclaimed company union. And they are the men who wish to destroy the Eastern Tankermen's Association company union.

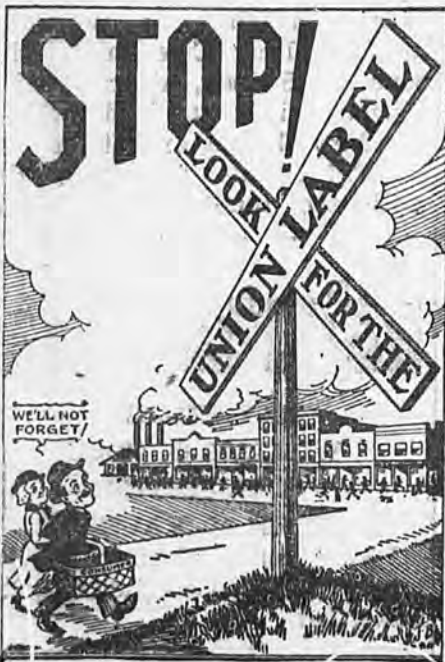
An AMMI company union (the NMU) attempts to destroy the Standard Oil company union (ETMA). Such is the score. Such are the schemes behind the NMU slogans of \$200 per month for AB's. But they assure us that the demand is only a post war demand and is not to be entertained at present. "Cooperation with the shipowners" is the word. Shades of Machiavelli. What profit the seamen which company union wins the election?

Such is the depth of depravity to which these labor parasites have descended. Or does water always find its own level? And parasites a body to cling to and feed upon?

Fraternally yours,

PUMPMAN

(Continued on Page 4)



Florida Law "On Ice;" Foes Blocked In Calif; Texas Law Is Voided

WASHINGTON, Jan. 8 — A Texas law requiring labor organizers to obtain registration cards before soliciting for members is unconstitutional and infringes on the rights of free speech and free assembly, the Supreme Court declared today in a 5-to-4 decision.

The decision reversed the contempt of court conviction of R. J. Thomas, president of the United Automobile Workers, who went to Texas in September, 1943, to test the law by addressing a labor rally at the Humble Oil Company in Pelly, Tex., without obtaining an organizer's card from the State.

The 1943 Texas law on which the conviction was based was unconstitutional, Justice Wiley Rutledge, who wrote the majority opinion, said today because "a requirement of registration in order to make a public speech would seem generally incompatible with an exercise of the rights of free speech and free assembly."

His opinion made clear the court's view that the membership solicitations, made part of the speech in this case, were "inseparable incidents" of the occasion, and of all "that was said or done."

SAN FRANCISCO. — A new anti-union drive to outlaw the union shop in California has collapsed because of the failure to interest enough citizens to sign petitions to get the proposed measure on a referendum ballot in 1945.

The abortive anti-labor legislation was proposed by the "Women of the Pacific," a reactionary organization seeking to mask its evil purposes by hiding behind women's skirts.

The organization will continue collecting signatures, however, under plans to bring the measure before the Legislature in 1947.

An anti-closed shop initiative was defeated at the Nov. 7 election 1,893,589 to 1,304,418, but those soldier ballots which were counted separately showed a ratio of more than 2 to 1 in favor of the measure.

The measure proposed by The Women of the Pacific is more drastic than the one on the 1944 ballot. It would only end the compulsory closed shop in the State, but would require that all officers of labor organizations be American citizens and residents of the State for at least a year, would compel unions to have "secret" elections by ballot, would require them to make public annual financial statements and would prohibit officers from using union funds for political purposes "unless first approved in great particularity or detail by secret ballot votes of a majority of all members."

TALLAHASSEE, Fla. — State Attorney General Tom Watson announced he would not attempt to enforce the recently adopted State Constitutional Amendment banning the union shop until the measure is tested in the courts.

The labor-baiting state official said he would not undertake prosecutions under the amendment because he had discovered that a bona-fide difference of opinion exists "in the minds of citizens in and out of organized labor regarding the operation and legal status" of the amendment.

What Watson did not reveal, however, was that he had made unsuccessful efforts in Washington to induce Federal agencies to go along with him in his anti-union drive.

He wanted them to agree that the Florida law, and the desires of the foes of labor in that state, were above the government's war-time powers in settling labor disputes. Their response was an emphatic negative.

As a result of this Watson pulled in his horns when he got back here and let it be known he would "not force the issue" on the new law until the courts had ruled on it.

He declared he was convinced the measure was valid, but apparently was none too confident about being able to prove so on his own, because he launched a campaign for funds to hire private lawyers to help in the litigation.



By "FRENCHY" MICHELET

The prepared mixes that we have been raising so much hell about will soon be going aboard SIU ships. We had several old-time bakers make up small sample batches on several ships recently and their reactions have convinced us that even good bakers who know ship work will welcome the mixtures with open arms. So all you brothers who have been blowing your corks about poor baking can begin looking forward to smoother trips. If there's any shoemaker in the business who can manage to turn out poor cakes with these mixes, we give the guys that get screwed full leave to punch us in the schnozzola. (If we're not in, why just leave it with Shuler!)

We were trotting on home to Brooklyn the other night when the comforting neon lights of a neighborhood gin mill loomed up in the icy night. Resolutely putting Satan behind us, we were forging on past the door when from out of the corner of our eye we saw the bartender pouring Johnny Walker (Black Label yet!) into a customer's glass. Thinking that our eyes were playing tricks on us, we retraced our steps and went inside to check. We ordered a slug just to make sure that the guy wasn't bamboozling the public by serving a rot gut from a genuine Johnny Walker bottle. Never, we believe, has a New Year's resolution been broken from a more selfless motive!

The warmth of the stuff melted us deep down inside and we got to feeling in the mood for a little music. We dropped a coin in the juke box and punched a button at random. It proved to be a recording of Crosby singing Adeste Fideles as only Bing can.

Singers may come and singers may go, but Der Bingle goes on forever. We have heard his records played all over the world and they never fail to bring smiles to the face of his hearers. It's a ray of hope in a war-torn world to know that a good-natured crooner has been taken to the hearts of all the earth's peoples while the conquerors have stood outside and knocked and knocked in vain.

All chief stewards who take jobs in the New York area now pass through our office. They are given hints for the laying out of the work on the type of vessel they are assigned to and other helpful suggestions. As soon as our literature on this subject is completed it will be sent to all the out ports for distribution.

We have called together a permanent committee of all New York steward patrolmen and other interested parties with a

view of interpreting our contracts with the various operators. We propose to have this committee issue bulletins from time to time on such puzzles as the proper distribution of meal money and etc., so that all agents and patrolmen can follow a concerted policy in deciding contested issues. This committee will function permanently through the office of the Food Representative. Whoever the sucker is who takes our place when we answer the ever-louder call of the open road (roadstead!) will act as permanent chairman of the committee.

Leyte To Get USS Club For Merchant Seamen

The early establishment of a residential club for American merchant seamen on Leyte, Philippine Islands, by United Seamen's Service and the War Shipping Administration was made known last week by Douglas H. Falconer, executive director of the Service.

Mr. Falconer said that the S. S. Klang, USS floating recreation club, is now proceeding to Leyte from another point in the Southwest Pacific and is scheduled to arrive there this month. The Klang will supply emergency services to seamen at Leyte until one or perhaps two shore clubs, for which supplies have been sent from the United States, can be set up. He believes that at least one club will be operating before the end of the month.

"USS services to American merchant seamen in the Pacific," Mr. Falconer said, "have already been established at Honolulu, Noumea, New Caledonia; Brisbane and Sydney, Australia; Finchaven, Milne Bay and Hollandia, New Guinea, and at Suva in the Fiji Islands. Throughout the world they number 126."

Personals

RAY NOACK
WILLIAM G. COLE
H. H. JESTER
JOHN M. KAFKA

Please communicate with Attorney Sol. C. Berenholtz, Baltimore, Md.

Keep In Touch With
Your Draft Board

FORE 'N AFT

By BUNKER

Editor's Mail

(Continued from Page 3)
December 14, 1944

Seafarers Log:

A few lines to let you know that I am still alive and kicking as usual and things out here are not what they are cut up to be, that is in the E.T.O.

I signed a contract with the Government for one year, of course the contract called for overtime and all conditions according to Maritime Laws, well do they live up to it, NO, NO, but they want and force you to live up to it. No overtime, no linen, no soap, in fact nothing at all.

I am telling you all this in the hope that you can stop some of our brother members from making the same mistake I did, although I have met quite a few of our men here in the outfit and they are ashamed to write and tell you about conditions here.

I can have my sister send you my contract to look over and to see just how phoney it is. Of course the NMU has shipped out some of these men from their halls to this job.

Please be so kind and answer this letter as soon as possible. Do you think anything can be done about collecting my overtime? I have my Chief Engineer O.K. all my overtime.

Fraternally,
A Seafarer

We rode the Oriental, Robin Line C-2, over to Cardiff on a recent trip and enjoyed everything but the Cardiff rain.

Almost the entire unlicensed crew were book members and many of them old-timers. And we doubt if any hundred other ships had a crew with as many war veterans on board—men who have seen this war at sea at first-hand—and up close.

Ernesto Torres, F-W of Brooklyn, has had two ships torpedoed from under him, but he hasn't spent more than two weeks ashore since the war started.

First ship he lost was the Bull Line "Clara," torpedoed in '42 off the coast of Cuba. His second sinking was the old "Penmar," which was stalked by a sub for several days after she lost a Russian-bound convoy and was finally sunk one cold night in the North Atlantic. Torres spent three days on a raft before being picked up.

Oiler John Reilly was on the receiving end when the Japs bombed Colombo early in the war. In World War I he was torpedoed on a transport in the Irish Sea. He has a son in the submarine service.

Brother Oscar Grimm, night cook and baker, also sailed during the first war, and is one of the few men who saw the French munitions ship "Mont Blanc" blow up in Halifax during World War I and lived to tell about it. Grimm lost two ships during the first war and was on the SIU-manned Robin Moor, first American merchantman torpedoed in this war.

Fireman-Watertender L. K. Welch of Cleveland, rode the Chillore on her last trip when Nazi subs sent her down in the Caribbean. "But they sure had to use a lot of tin fish," says Welch. "We saw nine hits. They must have put at least a dozen into her." The Chillore was one of the biggest ships in our merchant marine.

Among other veterans on the Oriental (sorry we can't mention them all), were Steward Frank Gardner of Brooklyn and AB Harold Butts of Fort Wayne, Indiana.

Brother Gardner was on the Hastings, old Waterman freighter, when a sub wolf pack attacked his States-bound convoy in February of '43. The Hastings went down in ten minutes.