

## Two More Weeks Left To File Nominations For Office

October 15 is the deadline for nomination for Atlantic and Gulf District office for 1944. By that date each candidate must have in the office of the Secretary-Treasurer a written notice of intention to run. Any notifications post-marked after midnight of October 15 will be rejected and the candidate will not be qualified to run on the official ballot. This rule is laid down by the union constitution and no exceptions can be made to it.

At branch meetings during the past two weeks many brothers have had their names placed in nomination for various offices up and down the coast. *These nominations are not final.* Only written notification to the Secretary-Treasurer, accompanied by the proof of qualification for office, is binding and official.

All candidates should send their notification by registered mail and should include, not only formal notification of candidacy, but also discharges proving the three years sea service as required by the constitution. Candidates for Agent or Joint Patrolman can have the three years in any department. Candidates for departmental patrolmen must have three years in the indicated department. Sea time is computed *only* on merchant ships.

And finally, remember that the constitution requires that all candidates be in continuous good standing for six months prior to date of nomination. If you have been in arrears during the past six months, save your and the union's time and don't file for office.

## U-BOATS BACK IN ATLANTIC

Allied convoys in the North Atlantic are again being attacked by submarine wolf packs. This was officially confirmed this week by the Royal Canadian Air Force which recently conducted a two-day running battle with the raiders. The submarines engaged by the Canadian flyers

were equipped with heavy anti-aircraft armament and chose to stay on the surface and fight it out with the planes rather than dive.

## Follow Up Your Beefs

It is important that all crews follow carefully the progress of their overtime beefs after they get in port and hand the beefs over to the Agents and Patrolmen. Keep in touch with the Agent and watch the LOG so that you can collect the minute the beef is settled.

There have been a number of cases where men give a beef to a patrolman, then disappear into a gin mill for the period of their shore time and ship out without ever checking on what was being done to settle the beef. Then, after a six or eight month trip these guys blow into port and demand to know what happened and why didn't they get their disputed overtime.

Agents and Patrolmen in the majority of SIU ports are greatly overworked and it is physically impossible to go around and lead each crew member by the hand to the paymaster. If the Agent wins the beef and then posts the notice for all to see, it is up to the men to go and collect it . . . and promptly! There are very few cases where the overtime isn't straightened out within the period of shore time allotted to the crew. Collect your overtime before you ship out again.

Cooperate with your officials and you'll receive better representation.

### LARGE GUNS

When the subs disappeared from the sea last spring the general opinion was that planes had made it too hot for them and that when they returned they would be fitted with anti-aircraft guns. This prediction seems now to have been born out. It appears from the RCAF report, however, that the subs are fitted with larger guns than was expected. The RCAF admitted that planes returned to their bases "full of flak holes through wings, tail and fuselage." No claims were made of sinking any subs.

The Canadian planes were protecting a convoy headed from the United States to Europe and containing SIU ships. No report has yet been received concerning the fate of the merchant ships.

### SUMMER RECORD

Thus ends the summer lull in merchant ship sinkings, a lull which lasted from May through August, and during which 4,000 Allied ships were convoyed across the Atlantic with a loss of less than one-half of one percent. The engagement between the Canadian planes and the subs, does not necessarily mean that a full scale under-water offensive is about to be launched against our ships, but it does show that the summer absence of subs in the Atlantic was not due to any liquidation of the Nazi fleet. Rather, it was due to voluntary withdrawal of the subs in order to prepare them for battle with the planes.

### SACRIFICES AHEAD

Rear Admiral Francis S. Low, director of the U. S. Navy's operations against the subs, said over the radio this week that the German navy was demoralized and that the Nazis had been forced to draft U-boat crews. The low morale reported by the Admiral may be true, but it still looks as if America's merchant seamen are due for more bloody struggles in getting their cargoes through to the fighting fronts.

## AFL Plans Political Action; Post War Problems Discussed

WASHINGTON, D. C. — AFL President William Green issued a nation-wide call to all affiliated organizations to get busy at once with plans for political action in this year's and next year's elections.

Mr. Green emphasized that many members of Congress and State Legislatures who

voted for anti-labor measures will be candidates for re-election and should be defeated regardless of their political affiliations.

"I am, therefore, addressing to you this official communication calling upon all officers and members of the American Federation of Labor to begin preparations for the political campaigns of this year, and next year as well," Mr. Green wrote. "The full political strength of labor should be mobilized and united in support of candidates regardless of political affiliations who are sympathetic and friendly to labor and in opposition to those who have shown themselves to be our enemies and who are unsympathetic to labor's legislative and economic policies. We positively can defeat our enemies and elect our friends if we mobilize and unite labor's full political strength. We can do this if we will. The responsibility lies with us. Let us meet this responsibility, discharge our duties and protect our membership against injustice by defeating our enemies and electing our friends to public office.

"In order to accomplish this result, the Executive Council directed me to call upon all members of the American Federation of Labor to qualify to vote in the general election by meeting fully the primary and election require-



WILLIAM GREEN

ments for voting. Let all our membership and its friends register where registration is required for participation in elections and meet any other legal qualifications provided for in our election laws in order to vote. I suggest that committees be appointed by central bodies and local organizations for the express purpose of seeing to it that every member registers and qualifies for voting and that all members go to the polls and vote.

"In addition I respectfully sug-

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BOSTON—As the representatives of six million American workers gathered here in the lobby of the Statler Hotel awaiting the convention opening, the consensus of opinion was that the American Federation of Labor and its affiliated unions are now at peak strength.

The chief issues disturbing the labor leaders were the failure of the Government to keep the cost of living down to the levels at which wages have been stabilized and the alarming effects of various manpower controls put

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## Bosses And Brass Hats Push Compulsory Labor

The Austin-Wadsworth "Slave Labor Bill" continued to be urged upon Congress this week, in spite of publication in the *Congressional Record* of statistics disproving the alleged need for such a bill. The employer and brass hat sponsors of the bill reveal more openly with each passing week that they view the measure as necessary to their union busting plans.

Contradicting the phoney figures on labor shortages which had previously been released by Congressional stooges of big business, the *Congressional Record* carried the hitherto suppressed testimony of Bernard Baruch before the Senate Military Affairs Committee, as well as testimony given by James S. Patton, President of the National Farmers Union. Baruch testified that the so-called manpower

shortage was, in reality, a crisis of poor planning on the part of management. Artificially created production bottle necks, and poor use of existing labor constitute the real problems — problems which will not be corrected by enslaving labor.

Labor spokesmen have repeatedly pointed out that what dislocation of labor supply exists could be easily corrected if management would pay decent wages and provide housing and transportation.

**In Memoriam**  
BROTHER  
**Matthew B. McEttrick**  
(Cook)  
Born April 22, 1889. Died  
in Algiers, August, 1943.

# SEAFARERS LOG

Published by the

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

**HARRY LUNDEBERG** - - - - - *President*  
110 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.

### Directory of Branches

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FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

PUBLICATION OFFICE:  
ROOM 213, 2 STONE STREET  
New York City      BOWling Green 9-8346

## Rail Workers Are Double Crossed On Pay Increase Issue

WASHINGTON, Sept. 28—The White House announced today that a railroad emergency board, by a vote of 2 to 1, had recommended that 300,000 transportation employes in train and engine service receive a wage increase of 4 cents an hour or 32 cents a day, instead of 30 per cent or \$3 a day as they had demanded.

The recommendation precipitated an immediate crisis in the railroad industry, as spokesmen for the five unions affected attacked the award, declaring that it would be rejected unanimously.

Although the three members of the board agreed that the employes had made out a strong case for a wage increase to correct gross inequalities and to aid in the effective prosecution of the war, they split on the application of this conclusion to the case.

The majority felt that under the limitations of the wage stabilization program they could not grant more than permitted under the "Little Steel" formula. The dissenting member opposed this as a narrow interpretation of the board's authority, saying the employes were entitled to a 16 per cent wage increase, but should receive at least 7½ per cent for "gross inequity," or 6.75 cents an hour.

### UNITED PROTEST PLANNED

General chairmen of the five operating unions on all the country's railroads will be convened within ten days to take action on the recommendation, now pending before Fred M. Vinson, Economic Stabilization Director, for final decision.

Since Mr. Vinson had previously rejected an award of 8 cents an hour made by another emergency board to the 1,000,000 non-operating employes, it was learned today that these organizations would make common cause and present a united front in an effort to upset the two rulings.

One of the outspoken pronouncements of the decision was made by David B. Robertson, grand chief of the Brotherhood of Locomotive Firemen and Enginemen.

"Coming on the heels of the oversubscription of the recent war loan quota by railroad employes, the report and recommendation of the emergency board on the wage demands of the transportation employes is an insult to their intelligence,"

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## Merchant Seamen Artists To Show Work In Exhibit

NEW YORK — Merchant seamen have been invited to submit original oil paintings, water-colors, pencil and charcoal sketches to the second annual art exhibition of merchant mariners of the United Nations opening November 28, 1943, at the Corcoran Gallery of Art, Washington, D.C.

Cash awards, totalling \$600, will be made as follows: First Prize, \$250; Second Prize, \$150; Third Prize \$100, and Five Honorable Mentions, \$20 each.

Honorary sponsors include Mrs. Franklin D. Roosevelt; Arthur W. Page, vice-president of the American Telephone and Telegraph Company; Colonel David Sarnoff, president of the Radio Corporation of America, and Consuls of the United Nations. It is expected there will be many entrants from foreign countries, as well as from all parts of the United States.

"Seamen, not generally regarded as artists, to most people represent the men who carry the vital sinews of war to the fighting armies," it was stated by Mrs. Isabel Peterson, director of recreation at the USS Andrew Furuseth Club in New York, who has charge of the exhibit. "But they also represent men who have the same interests and hobbies as people in other walks of life. Last year's USS art exhibition for seamen proved the

extent of their range in the painters' field, and provoked very favorable comment from many high-ranking artists. This new exhibition therefore becomes the instrument of expressing one of their interests apart from the sea."

All pictures, Mrs. Peterson added, must have a label pasted on the back, giving the artist's name and address; his agent, if any; his rank; his length of service at sea; how he became interested in art; what his training was; his future painting plans; the name of his picture; and its price if it is for sale.

A seaman may enter as many pictures as he chooses. All pictures must be submitted, however, before October 30, 1943, and sent to the Art Exhibition, USS Andrew Furuseth Club, 30 East 37th Street, New York City.

The first exhibition of paintings by seamen was held by United Seamen's Service last February at the Hall of Art, New York City; 110 works were hung by 28 artists, 20 of whom were at sea delivering war goods on February 1, the day the exhibit opened. Art critics had high praise for many of the works, some of which were sold by the artist to visitors for substantial sums. The first prize winner was SIU Seaman Ben Rosen.

## UNIONS VS. MILITARY

What with Coast Guard hearing officers, brass hat port commanders, gun crew Ensigns and Washington swivel chair generals, the seamen have come to think that maritime labor is the sole object of the military's anti-union offensive. But it's not true. We may bear more than our share of army and navy anti-labor attacks, but shoreside workers are also receiving a dose of it.

Take the recent case of plant guards at the Johnsville, Pa., plant of Brewster Aircraft. These guards were members of Local 365 of the United Automobile Workers, CIO. The Coast Guard moved in and said that the guards would have to join the Coast Guard Reserve for the duration of the war. The Coast Guard gave assurances that the men could resign from the Reserve when they wanted to, and that their rights as union men would not be compromised. The Union gave the men permission to join the Reserve. **And then it started!**

Once the guards were under the authority of the military, their received a kicking around. Their seniority rights were violated and the company management joined with the Coast Guard in provocations designed to undermine the union contract. (Sounds like it happened at sea, doesn't it?)

The upshot of the thing was that the union called a strike, the strike was broken, and the plant guards who believed in and practised unionism and democracy, were thrown in prison.

And now comes the final chapter. On Sept. 27 Assistant Secretary of the Navy, Ralph A. Bard, announced that henceforth all plant guards would receive "thorough indoctrination into the laws" of the Navy so that there would be no question as to where they owed their "allegiance and responsibility."

In other words, the Navy will attempt to change the guards from union men to finks who will club down their brothers upon the order of a jerk Ensign. Their "allegiance and responsibility" will not be to their fellow workers and the economic and political democracy they are attempting to win, but to labor haters who cover their reaction with the uniform of their country.

Obviously the Navy has the authority and strength to enforce its program. But it will take more than a show of gold braid to make union men think as finks—however they may be forced to act. And there is a new day coming. A day when the auto workers and the seamen and all the other workers who during the past few years have been provoked and humiliated by their enemies, will settle the score and bring the finks and scab herders to heel.

## Out of the Focs'l

by

J. L.

The brothers returning from a voyage in the Mediterranean claim that torpedo planes are a menace there. The papers are full of reports about wolf packs being on the hunt for convoys. So the boys won't get much sleep aboard those LIBERTYS from now on. The slightest noise at night will awaken the boys from their sleep without ringing an alarm. So fellows, keep a sharp lookout, and hope you have a safe voyage.

△ △ △

Baldy gets married on October 5th to Kay Towers, a registered nurse, and Tommy Thomson is going to be his best man. Baldy met the girl through Tommy, so he's going to make sure he let's Tommy smell the cork, so he won't think he is the best man in reality. We hope Kay and Baldy have many happy days together.

△ △ △

Talking about marriages, Walter (Slug) Seikmann got married recently when he was forced to stay ashore by the Coast Guard. He spent his honeymoon in New Orleans. Many of our members are sailing as licensed officers. Andy Ackerman is sailing as a 2nd Mate and Hofert is a 3rd Assistant. Mike Walsh made a trip as 3rd Mate on the STEELORE, and he must like it as we haven't seen him around the Hall since then. William Lally is in an Army Camp on the West Coast. Blackey Medford and Carl Rogers are around New York quite often. Tony McMunn whose friends were worried about him, paid off in Philadelphia recently.

△ △ △

Elections will soon be here and we wonder how many of these "militant" brothers will run for office this year. Each year you hear the brothers speak about how many new men are going to run for office and what changes they're going to make when they get into office. The elections come and go and you find out after it's all over that the same group of men, with one or two exceptions, are the ones elected to office. Baltimore makes resolutions why the officers should go to sea every six months. Here's a chance for those brothers to get elected and thus force the present incumbents to go to sea. Come on you beefers, get your credentials into Headquarters and make a real fight for the various Agent and Patrolmen's jobs.

△ △ △

Oscar Grimes had a funny experience. He was in the Bush Terminal Building on 42nd Street, in the Reception Room, when two men came in and mugged him out of \$575. Fred Stover got hit by a block while aboard a ship and had to have three stitches. "Hop Along" Cassidy amuses the boys in the Alhambra when he tells them that he has to report on the ship at midnight.

## Honor Roll

ANTONIO MERCARDO	.....\$12.00
J. H. LINDSEY	..... 8.00
BOSTON	..... 6.00
C. SICKLER	..... 5.00
E. ANDERS	..... 4.00
S. S. DELRIO	..... 3.00
JOHN MEDVISKY	..... 2.00
V. MARANO	..... 2.00
A. M. HANDS	..... 2.00
H. KIRCHSTEIN	..... 2.00
D. LAWRENCE	..... 1.00
W. McCRERREY	..... 1.00
W. HARDEMAN	..... 1.00
J. KANE	..... 1.00
K. C. PITCHER	..... 1.00
H. C. ROCK	..... 1.00
<b>TOTAL</b>	<b>.....\$52.00</b>

## LIBERTY SHIP ANNIVERSARY

In the two years since the first Liberty Ship, the PATRICK HENRY, was launched, the United States has accomplished the greatest shipbuilding feat in world history. It took 151 days to complete the PATRICK HENRY after her keel was laid, and she was one of only three ships completed that month. During this September 116 ships will be delivered with an average delivery time of 45 days from the laying of their keels.

### BUILDING RECORD

Two years ago some 200,000 workers were employed in about 100 ways and in the shops of about 21 yards. Today approximately 750,000 workers are turning out ships in more than 300 ways in approximately 70 shipyards. The ways today are actually the end stations of a massive assembly line involving 1200 factories in 35 states.

The wartime shipbuilding program calls for the production of 50,000,000 deadweight tons of ships by the end of 1944. This means that from the time the PATRICK HENRY was launched until the end of 1944, American

shipyards will have delivered a greater deadweight tonnage of new ships than that of the combined pre-Pearl Harbor merchant fleets of Great Britain, United States, Germany, Japan, and Norway. There appears to be no doubt that the fifty-million-goal will be reached with time to spare. Shipbuilders reached an average of better than five delivered ships a day in April 1943 and have continued about that average. Deliveries in 1943 alone will total approximately 30,000,000 deadweight tons and that tonnage can be equalled or surpassed in 1944.

## MONEY DUE

Following Brothers have money coming from the Bull Line. Collect at New York office:

- FRANK SWIFT
- DEBERT SHIELDS
- FRED LEWIS
- BEF BOLAND
- OTTO PETERSEN
- C. MOWITZ

## WHAT'S DOING

# Around the Ports

### GALVESTON

Shipping has been good in Texas ports for the past three weeks. I have shipped all the members that I could get a hold of. Had to issue 19 trip cards last week for two new ships out of the Houston yards. Have a ship for the Bull Line the end of the month, also one for the Range Line the tenth of October. So, if you want to ship in a hurry get on down here to Galveston.

The hurricanes are all over. We had one here again, last Thursday and Friday, no damage done. The USS is passing out money to the wine heads, on the strength of shipping out and paying them back. In fact, some of the characters hanging on the curb outside of the USS, waiting in line to get the dough, makes you think of a Bowery Mission. They will have the formal opening on the 9th of September, no one will be there but the NMU and Lykes Bros. S. S. Co. to represent the poor seamen. Where in the hell were these generous dispensers of easy money when the seamen really needed help? We were the scum of the earth then. No up-town society, or charity outfit was even interested in you. Your only friend in need was the eating house, and the gin mill on the waterfront, also the flop house. The shipowner did not help you or cared a damn if you ate or had a place to sleep.

Through union strength we come into our own, we are making more money now than ever before. The charity fakers, chislers of easy jobs, welfare workers and the shipowner got together—"We must do something for the poor seamen, we can get this easy money from the public by the heroic deeds that the seaman is performing. We will start up hotels, paying big salaries to you people who are put in charge of them."

"After the war the RMO and

the shipowner will do their best to break up the union, cut wages so low that the seamen will have to come to the USS to eat or sleep. We will have to do our utmost to get the men to work on the ships. If he won't sail he cannot come into the USS and we will have to give the shipowner all the help that he needs to keep his ships running. Did he not give us these easy jobs, big pay? He donated to keep the USS running, but he charged it up to expenses and Uncle Sam paid for his donation."

Be on your guard. After the war the USS will be used by the RMO and the shipowner for a scab herding outfit. Keep on the good side of the small eating joint, gin mill and flop house on the waterfront. You will need them all after the war is over.

E. R. WALLACE, Agent

### TAMPA

Shipping for this port is very slow although we do get a few calls from Savannah and that helps the situation some.

Quite a few of the Tampa boys are coming in every week or so after having made long trips and from what they say things are not as bad as they once were before the submarine situation was put under control. Blackberry Evans has accepted a second assistant job on one of the Bull Liners in the longhorn state. He left by boxcar yesterday afternoon. Believe it or not Admiral Blinkie Roberts has accepted a position with the McCloskys Ship yard. I am sure that he will stay with them for the first payday anyway.

Well, the time has come for the nomination of the officials for the coming year. I have heard so damn many growls and beefing about the officials that are in office now, I am getting grey headed. For the benefit of those that do the most growling and the least work for the union's benefit, they will now have a chance to nominate some one for office that will suit them. And furthermore, I would like to see some of those birds run for office in order that they may see what an official has to contend with.

They don't realize that an ordinary seaman with no experience of any kind will make more money than even the Secretary-Treasurer and we don't have a chance for a raise in pay. When the living conditions goes up we have to pay just the same. It is damn hard to live ashore on \$60.00 per week and more so when you have a family to take care of. Oh well, things will adjust themselves in the long run I suppose.

You brothers who have made a long trip and want a vacation, come on down to Tampa where the climate is nice and warm and the gals hot and beer is cold.

The fishing is good, as Brother Steely White can tell you. He has been very successful with the organizing of the fishermen so far. Everything is going smooth and they are all working again with a better price for their catches.

D. L. PARKER, Agent



-The Washington Teamster

# AFL Plans Political Action; Post War Problems Discussed

## DELEGATES ARE CONCERNED WITH PEACE EMPLOYMENT

(Continued from Page 1)  
into effect by the Government.

A growing demand was openly expressed for prompt and decisive action by the Government to bring prices of the necessities of life back into equitable relationship with the wage income of workers. At the same time, opposition to any form of compulsory labor draft was gathering momentum.

These and many other vital national issues of particular interest to labor will be presented to the convention, debated, and voted upon. The policies decided upon by the convention will guide the American Federation of Labor during the coming year.

The fact that the Connally-Smith Act has been thoroughly discredited during its brief period of existence provided cheering news for the convention, which will unquestionably demand that Congress repeal this vicious anti-labor law at once. Strong disapproval was expressed of the effects of anti-labor laws adopted in several States,

which are now being challenged in the courts.

For the first time since the war began, interest was being displayed by the delegates in post-war plans. Reflecting the assurance that eventual victory for the United Nations is now certain, the delegates voiced deepening concern over the effects of peace upon industrial activity.

From their conversations, it can be said that the union representatives believe the only way to avert a major depression with serious unemployment after the war is to prepare now for a large-scale peacetime production program which can be put into operation as soon as the fighting ends.

Most of the delegates arrived early in Boston to attend the departmental conventions which serve as a prelude for the AFL's annual conclave. Unusually large attendance was reported at the meetings of the AFL Metal Trades Building Trades and Union Label Trades annual meetings.

## AFL POLITICAL ACTION PLANNED

(Continued from Page 1)

gest that the records of Members of Congress and of State legislatures which show the way they voted in favor of anti-labor legislation or against it, be examined and studied. Candidates for election to Congress and state legislatures should be called upon to state in positive terms their attitude toward labor, labor's legislative policies and labor legislation. Let us in this way prepare now for the great political battles of 1943 and 1944. Through such preparation we cannot fail to win decisive victories for labor."



- L. W. Beeby—No. 3167
- E. J. Noonan—TC 1232
- James Reaves—No. 22963
- Joe H. Boyle
- I. Rodriguez—TC 149

## From The Labor Press —

### Why Some Workers Are "Against" Unions

Many workers who think that they are "against" unions believe that they came to that conclusion all by themselves. Very few workers realize that among all the weapons which employers use against unions, one of the strongest is a subtle manipulation of public opinion. If they can persuade their workers to fight the union for them, then their battle is won.

#### WHO TOLD YOU SO?

If you recently joined the union you perhaps can remember back to the old days, before you really knew about unions, when you too were persuaded that there was something "bad" about them. If you try very hard you ought to be able to figure out just where you got the idea that unions were altogether bad. Was it an article in a local paper? Was it a forelady who just showed by her attitude that she had no use for anyone who belonged to a union? Perhaps the boss made a friendly-seeming speech to you sometime in which he just took it for granted that none of the workers in his happy family would ever think of getting mixed up with anything so horrid as a union.

Propaganda? Of course — and very often we are surrounded by it and affected by it without ever realizing that it exists. Later on, when your eyes are really opened, it's possible to see how this combination of little things—words and phrases and sentences, sometimes only half-said, lies and half-truths — warped your

opinion. **SOME ANTI-UNION TACTICS**  
The boss has many other effective weapons with which to fight the union.

Favoritism, for example—the old, smooth formula of "divide and conquer." It has worked just as well for many an anti-union boss as it has for Hitler. If all the workers are competing against each other for the boss—or the forelady's—good opinion, then that boss and forelady have no need to worry that there will be any talk of union.

Intimidation—how subtle, how undercover it can be. Sometimes it consists of nothing more than just a "hard look"—and yet the worker knows very, very well, what is meant by it. Intimidation doesn't have to be put into words to be effective.

#### WHEN WORKERS WANT IT —THEY GET IT!

Company union and lockout are methods which are more out in the open. These are so openly abusive in their intent that they are pretty easily identified before the National Labor Relations Board.

Yet workers usually find that their worst enemy in the shop is themselves. The hard step is finding out the facts and then having the courage to go all out for the union.

Once that happens, the boss might as well throw all his tricks out the window. When workers really want union, then nothing can stop them!

—The Advance

## RAIL WORKERS ARE DOUBLE-CROSSED ON PAY INCREASE

(Continued from Page 2)

Mr. Robertson said. "I predict that it is the straw that will break the back of the unfair and inequitable wages and prices camel of the Government.

"We will arrange to convene the general chairmen of our brotherhood on all the railroads of the country to refer this unfair recommendation to them for consideration."

T. C. Cashen, president of the Switchmen's Union of North America, said the award was "an insult" and would be rejected.

H. W. Fraser, president of the Order of Railway Conductors, said that it was "unsatisfactory in every sense of the word."

Alvanley Johnston, president of the Brotherhood of Locomotive Engineers, said:

"I am very much disappointed in the recommendation. It did not even come within the 'Little Steel' formula. The men will no doubt be very dissatisfied."

A. F. Whitney, president of the Brotherhood of Railway Trainmen, declared that the emergency board "permitted itself to exercise no judgment but frankly arrived at a figure mechanically," so that the efforts and money expended by the brotherhoods to present a comprehensive view of the issue were wasted.

"The board might just as well have availed itself of easily obtainable statistics as to have gone through the farce of holding extensive public hearings," he said.

**Keep In Touch With Your Local Draft Board.**

## The 13th Street Commandos

We're the 13th Street Commandos,  
The blood lusts in our eyes;  
For the sake of Dugashvilli  
We shout, let's do and die.

Our fierce yells for a 2nd front  
Are heard on every side,  
Wherever we find a soapbox  
Or with an inkpot bide.

We are the armchair Generals,  
We are the Admirals too;  
No sacrifice is too great for us  
And crimson is our hue.

In Union Halls which we control  
Great is our hue and cry,  
With expulsion facing all members  
Who dare to question — WHY?

Earl Browder, Foster, Minor—  
These are our Chiefs of Staff,  
Superiors of Allied Generals  
And don't you dare to laugh.

And Curran, Stein and Meyers,  
These top the Navy too;  
These are our Maritime braintrust  
And don't you dare say—pshaw.

From an easy chair they see it all,  
We know our Soviet need,  
And the orders from Stalin's grapevine  
Must see us act with speed.

But others shall do the fighting,  
Shall do the sailing too;  
We must remain at home, well paid  
To tell you what to do.

When ships go down, it don't hurt us,  
We just unroll our map  
And talk another rousing fight,  
Or go to tea—mayhap.

Worn out by strenuous labors  
From shouting, word and pen,  
We then take our vacations  
To make us fit again.

The workers pay for our efforts,  
Their dues keep up in trim,  
Some lose their lives but we go on  
And we increase our din.

We're the 13th Street Commandos  
There's blood lust in our eye,  
But don't suggest that we ship out  
And don't dare wonder "WHY?"

—Top An' Lift

## Personals

### B. HAMALIAN

Your papers are in headquarters office.

### PATRICK SULLIVAN

Your discharges are in headquarters office.

### JACOB DAGART, Jr.

Your receipts are in headquarters office.

### LESLEY TAYLOR

Issac McCants has left money for you in the office of the New York Agent.

### STANLEY R. YODRIS

Get in touch with Richard M. Cantor, 51 Chambers Street, New York City.

### ARIE L. PRONK

Your wallet and Coast Guard pass is at the office of the Secretary-Treasurer in New York.

### EARL GILMAN

You have a telegram in the office of the Secretary-Treasurer in New York City.

### IRVING PAULSON

Communicate with Richard M. Cantor, 51 Chambers Street, New York City.

## Rollback Looks Like "Goldbrick"

Workers who may have taken at face value an O.P.A. promise to roll back the cost of living by 2.3 per cent are going to be "sadly disappointed."

Chester Bowles, O.P.A. general manager, said the rollback would be achieved by reducing prices on apples, onions, potatoes, oranges, lard, shortening and peanut butter.

Labor research men analyzed his figures and the result was an eye-opener. Boris Shishkin, A. F. of L. economist, concluded the announced reductions wouldn't roll back living costs more than 1 per cent.

The O.P.A. program rolls back the cost of living index faster than it rolls back the cost of living.

### VICENTE VILLACION

Your social security card and union book have been found. Call for them at Room 213, 2 Stone Street, New York City.

### WILLIAM ASKSON

Your book and papers are being held for you by the Philadelphia Shipping Commissioner.

## ATLANTIC AND GULF SHIPPING FOR WEEK OF SEPTEMBER 13th TO 18th

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED .....	334	271	286	891
REGISTERED .....	270	212	170	652