

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 17

Move For AFL Maritime Group Makes Headway

The move for the formation of an industry-wide AFL maritime federation, as proposed by the SIU Agents Conference, proceeded full steam ahead with the announcement that William Green, AFL president, had been asked to call a gathering of AFL maritime unions by May 2.

This action is in line with a proposal made recently by SIU Agents at their conference in New York, when attention was called to the "urgent need for a closer cooperation among the affiliate unions connected with the maritime industry."

Comprising the AFL, in addition to the Seafarers International Union and the Sailors Union of the Pacific, would be the International Longshoremen's Assn., the Brotherhood of Teamsters and the Masters, Mates and Pilots of America.

The AFL maritime unions hold the dominant position on both the East and West coasts. On the West coast, where the Bridges-CIO group makes the most noise, the dominance of the AFL group is maintained through the strength of the Teamsters and the SUP, both of which occupy strategic positions there.

FROM CONFERENCE

Spearheading the drive for an industry-wide maritime federation, the SIU Agents Conference specifically recommended "that the President of the AFL, the Executive Committee, and the national officers and executive committees of the ILA, the Teamsters and all other maritime-connected unions, be immediately contacted with a view towards the establishment of an AFL Maritime Council."

The Agents' report further recommended "that each Port Agent" of the SIU "immediately contact the local unions in his port and sound them out and discuss the formation of this Council with them."

"In line with this program, it is recommended that the SIU officially request a meeting to be held as soon as possible to explore and set up the mechanics for such a Council."

The Bridges group's plan was conceived to embrace CIO, AFL and independent unions but later was restricted to CIO members when AFL unions spurned the invitation, recognizing it as a communist attempt to seize control of the shipping industry.

The SIU-AFL maritime federation plan is a warning light to the commies that their insidious scheme for maritime control will be run aground.

Who Said The War's Over? Ship Hits Mine Off Italy

The war is over (it says here). But the SUP crew of the SS Nathan Hale had their doubts recently when a terrific explosion ripped a hole in her port side below the water line and sent debris through the No. 2 hatch, littering the deck from stem to stern—even landing on the bridge.

Most of the crew was in the messhall drinking coffee when the ship hit the mine somewhere between Genoa and Leghorn, Italy. AB Albert A. Hawkins of Baltimore, told the Galveston News after 19 seamen from the Hale were repatriated through that port by another SUP ship, the Benjamin Booneville recently. No one was hurt.

But they had to turn to and work like hell to keep the pumps going to keep the water down while they beat into Leghorn. First they tried to get help, but no ships would come out in that weather to the mine field they had uncovered.

It was no use trying to man the lifeboats. They would have been smashed to junk against the sides of the ship.

They had to keep her afloat until help came or they reached their destination. Everybody turned to, even the officers. There was no excitement, Hawkins said, "but we knew very well the chances were against us."

The ship made it to Leghorn Harbor. Tugs met her. Just inside the breakwater she sank, but everybody was safe and uninjured.

"The war isn't over for the men of the Merchant Marine," Hawkins said.

12 More Miners Killed In Blast As Owners Continue To Stall On Safety Demands

The United Mine Workers-AFL insistence on a health and welfare fund, and for better safety precautions and federal mine inspection, was dramatized by events which took place in Virginia and Kentucky last week.

As the strike went into its fourth week, and as the negotiating sessions broke up, the nation was shocked by an explosion at the McCoy, Virginia, mine of the Great Valley Coal Corporation, in which 12 miners were killed.

Bearing out many of the charges made by the miners during the past four weeks, this mine was inspected last August and found dangerously unsafe. Nothing had been done since the inspection, and the explosion was the result.

Climaxing the tragedy was the disclosure that rescue squads, which pulled 48 others out of the mine, were forced to wait more than three hours for gas equipment from another town.

Another tragedy was enacted at Pineville, Kentucky, where the families of the miners trapped four months ago gathered for the opening of the mine entrance.

Bad Eggs Scrambled

A "guilty" verdict was returned against Nye and Nissen, San Francisco wholesale produce firm, on charges of defrauding the Government through sale of substandard and short-weight butter, cheese and eggs to the Army, Navy and WSA.

Here 25 miners lost their lives in an explosion which left their 113 widows and children without any financial support.

Kentucky law leaves the matter of unemployment compensation to the discretion of the employer, and the owner refused to take out compensation.

The operator, William E. Lewis, was anxious to reopen. "But I can't do a thing until they get them bodies out of there," he said.

Even Lewis' fellow operators are opposed to his further operation of the mine, saying that the catastrophe has given Kentucky "a black eye."

The break-up of negotiations between the operators and the miners took place on the day of the Virginia mine explosion. The highlight of the break-up was a booklet distributed by the mine owners, stating their side in the miners' battle for a health and welfare fund.

CALLOUS DISREGARD

The most remarkable thing about the booklet was the callous attitude expressed by the operators in their statement that "The men who go down to the sea in ships and the men who go down in the bowels of the earth to mine the nation's energy have from time immemorial accepted the extreme hazards of their occupations."

This was refuted by one UMW official, who declared that for decades the miners and seamen

Isthmian Vote Going To SIU By 75 Per Cent, Crew Survey Shows

The crews of four more Isthmian ships cast their ballots last week, and three of the four apparently had joined the long list of vessels which seem to be overwhelmingly on the SIU side of the fence.

To date 46 ships' crews have voted, and of this number, the NMU can point to only one ship—the Sea Fiddler—which seems to be definitely NMU.

For the rest, indications are that 39 ships will be strong for the SIU, while five appear to be in the "doubtful" column, with crews sharply divided on which Union they want to represent them. Either SIU or NMU could win aboard these ships. There seems to be almost no sentiment for "no union," the third choice.

For the Isthmian men. From unofficial tabulations based on information received from ships' organizers, less than 10 men have voted for "no union" so far. Two

or three have voiced that sentiment without casting ballots, refusing to vote at all.

Three ships appear to be 100 percent SIU. These are the J. Sterling Morton, the St. Augustine Victory and the William Ogden.

Into New Orleans this week came the Jeremiah Black, whose crew seems to have gone down the line almost solidly for the SIU. That's the way it appears to have shaped up on the George Read, at Baltimore, according to unofficial estimates. In New York the Hawkins Fudske voted and also was overwhelmingly SIU.

SHE'S DOUBTFUL

On the doubtful list is the Sea Scorpion, which voted in Boston this week. The balloting there is estimated at about 50-50, with some doubtful votes which could swing the ship either way. The Scorpion is one of the five doubtful ships previously listed.

All of these figures are estimated, of course. The conjectures are based on what the men who are voting tell the shipside organizers. Of course, there's the possibility that some members

(Continued on Page 4)

Congress Wrecks OPA; Higher Prices Seen Negating Pay Rises

Another hand has been put into the money pocket of the already "broke" consumer.

In the face of rising prices, and scarcity of commodities, the House of Representatives killed price control and destroyed the wage gains which labor has made through painful struggle, which will add over \$300.00 to the yearly cost of living of the average family.

LID OFF CEILINGS

A series of five amendments to the Price Control Act, passed by

the House in the last days before its Easter recess, murdered the Administration's stabilization program. The present measure, which expires June 30, 1946, was cut to pieces by the crippling amendments and the act was extended to March 31, 1947, instead of the year originally requested.

The major amendments, any one of which would kill a large share of the stabilization program, would take the price ceilings entirely off half the items

(Continued on Page 14)

SEAFARERS LOG

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~ ~ ~ ~

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

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SIU Does It Again

The glorious words "Complete Victory" can now be written across the face of the rider beef. The militant action of the Seafarers who refused to crew ships under rider 64 led to the best foreign transportation rider ever to protect seamen.

Another in the long line of SIU victories has been rung up. A victory made possible by the militancy and unity of seamen fighting for a common goal. We can be justly proud, and we can modestly accept the thanks of seamen of other Unions.

The SIU emerged victorious after taking on the WSA and the shipowners alone. Collusive action between the operators and the WSA has been proved, and to this can be added the charge that the NMU officials were also a party to the proposed sell-out of seamen.

When the WSA, in a last ditch attempt to put over the "finky" conditions of 64, asked the NMU to sail re-allocated ships, the NMU was immediately contacted by SIU officials, and asked, "Will you sail these hot ships?"

The NMU hemmed and hawed and refused to give an answer. They did not have to answer—their past record speaks only too plainly.

Too long has the NMU rank and file been taken in by the "unity" pleas of their mis-leaders. Actually, the NMU top officials have a long record of scabbing, picket line violations, and general phony labor tactics. Their militant words do not jibe with their scabbing actions. There is the record.

The tugboatmen in Philadelphia will not forget that the NMU broke through their picket lines in November, 1945, when they were in the midst of a battle for Union recognition and better wages and conditions.

The phosphate miners in Florida will long remember that the NMU officials ordered that picketed ships be sailed from Tampa in the face of NMU rank and file sentiment against such action.

The NMU members on the Gulf cannot have forgotten that their own brothers scabbed on them in the tanker dispute in 1939.

We in the SIU will never forgive them for sailing eight ships on the West Coast which had been hung up on a quarters' beef.

The solid front of the Seafarers was never threatened by the unholy combination of WSA, shipowners, and NMU. Now that the battle is over, the NMU will try to claim a share in the victory. They will have to, in order to bolster up their waning power, and in order to keep the NMU from cracking up on the rocks of inaction and political maneuvering at the behest of a foreign government. Many NMUers are asking themselves, "Why didn't my union go to bat against the phony transportation rider? Why was my union willing to stab the SIU seamen in the back?"

They will find that the answer will not be forthcoming from their officials.

Yes, the NMU officials will take some credit in this victory. But the SIU, and most of the members of the NMU, will not be fooled. The results have been announced—the NMU also ran.



BONUSES

RAISES

USA MEDICAL PROGRAM VICTORY

"COMPETENCE" CARD VICTORY



THE SIU DOES IT AGAIN!

BERNARD



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

BALTIMORE HOSPITAL

IVER IVERSEN
E. J. DELLAMANO
JAMES KELLY
HARRY KESSLER
WILLIAM ROSS
WILLIAM RUMBOL
JAMES GRAHAM
NEWTON PAINE, Jr.
MOSES MORRIS
HARRY MYERS
JOSEPH TOUSSAINT
EARL JORDAN
DONALD WOODSIDE

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STATEN ISLAND HOSPITAL

V. SHAVROFF
O. HODGES
C. MIDDLETON
J. LITVAK
L. A. CORNWALL
L. A. FAULSTICK
I. LOWE
R. HANSON
H. TILLMAN
R. G. MOSELLER
F. MATEO
C. W. GOODYN
W. B. MUIR
W. G. H. BAUSE
C. KUPLIKI

W. B. COPELAND
P. E. SMITH
J. J. SWYKERT
L. R. BORJA
L. L. MOODY
W. W. McCLURE
J. L. WEEKS
J. BRODDUS
J. GUFFITT
N. ROMANO

~ ~ ~

NEW ORLEANS HOSPITAL

J. E. DALE
H. D. STERTZBACK
O. PATTERSON
S. WILUSZ
CLARENCE CARTER
WILBUR MANNING
EDWARD CUSTER
B. C. BEASELY
AMOS BAUM
W. H. OSBORNE
JOHN ZEBROFF
J. DENNIS
J. H. BOWEN
W. F. LEWIS
R. M. NOLAN
DONALD DAHL
J. RICHARD QUINN
M. KUHN
ERIC ZIEMONS
H. A. CRUSE

Hospital Patients

When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday—1:30 to 3:30 p. m.
(on 5th and 6th floors)
Thursday—1:30 to 3:30 p. m.
(on 3rd and 4th floors.)
Saturday—1:30 to 3:30 p. m.
(on 1st and 2nd floors.)

MARVIN HALL
A. L. SCULLY
C. HONOROWSKI
E. M. EVANS
E. A. NOONAN

~ ~ ~

BRIGHTON HOSPITAL

G. PHINVEY, JR.
ED. JOHNSTON
FRED HOHENBERGER
ROBERT GUSHUE
W. R. SHEA
J. E. LEE
E. P. BELKNER, SR.
J. COXWELL
HANS I. HANSEN
P. CASALINUOVO

~ ~ ~

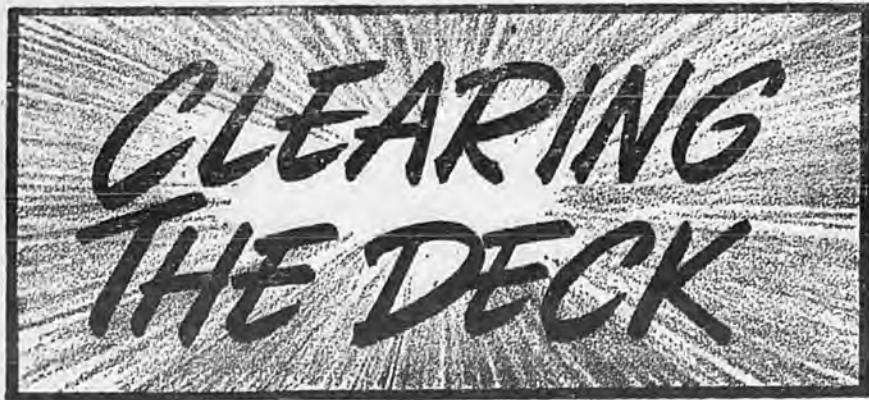
BUFFALO HOSPITAL

THOMAS DUFFY
J. LA BONTE
J. PEMBROKE
ART JEPSON

~ ~ ~

SAN JUAN HOSPITAL

R. GAUTIER
P. PAGAN
B. DEL VALLE
P. PEDROSA
T. C. LOCKWOOD
J. VANDESSPOOLL



By PAUL HALL

The union "beef box" on the third floor is getting a big play, and the big majority of the beefs are pertinent. One of the crying issues of the day is shipping, and a good many of the written beefs are on this subject.

Brother Blackie Rodriguez presents the following beef, and it is deserving of a frank answer:

"Why is it that an S.U.P. book member does not get the same treatment in the New York S.I.U. hall as an S.I.U. book member is accorded on the West Coast? Down in the Gulf area and all other Atlantic ports the S.I.U. members and S.U.P. members are given equality as far as registration and shipping on contracted ships of both unions with one exception, which is New York, where there is an S.I.U. hall and an S.U.P. hall.

"On the West Coast there is an agreement between the two unions that the S.I.U. members have equal parity with S.U.P. members as far as the date on the shipping cards are concerned. In New York however, a full S.U.P. book member is shipped the same as a trip card man regardless of the registration date on the shipping card. For example: An S.I.U. member who wants to ship on a West Coast ship merely has the dispatcher stamp his registration card, "O.K. for the S.U.P." and that man has his S.I.U. registration date "if honored" in the S.U.P. hall.

But such in reverse is not the case. An S.U.P. man who registers in the S.U.P. hall and desires to ship S.I.U. does not have his S.U.P. registration date honored in the S.I.U. hall. He can only take a job providing no S.I.U. man wants it. As a result of this, an S.U.P. full book member is accorded the same treatment as a trip-carder.

I would like to point out to the membership that the S.I.U. proposal to the S.U.P. about shipping through one another's halls was for the convenience of the S.I.U. membership on the West Coast. How about reciprocating the courtesy extended by the S.U.P. on the West Coast, to the S.U.P. brothers in the Port of New York."

(Signed) Blackie Rodriguez

Here's the Answer

This is a good question, a damned good one especially since it is one that was raised many times in the past on both coasts. Until recently the SUP operated strictly as a craft union with the Pacific District of the SIU maintaining a separate apparatus.

This has all been changed now, and the SUP operates as an industrial union covering all three departments in the same manner as the Atlantic and Gulf and Great Lakes Districts.

From the standpoint of efficiency alone it would be unfair to the membership for any member to be able to register simultaneously on two shipping lists.

An Atlantic and Gulf member registering on the Pacific Coast registers on the regular shipping list in the SUP hall. The Pacific Coast member paying off a ship on the East Coast is given the same opportunity.

This is exactly the same system that is used on both coasts, and it permits members of either district to ship on any ship.

The Seafarers has the best working agreements and reciprocal arrangements of any union in the maritime industry. During the war, hundreds of East Coast agreement ships have crewed up on the West Coast. These ships have sailed under their own agreements, and West Coast Patrolmen have paid them off and settled the beefs just as though they were West Coast agreement ships.

Conditions Are Equal

The same situation to a lesser degree has prevailed on the East Coast particularly on tankers. There has never been the slightest disagreement or any question of jurisdiction.

In New York, which is the only Port with separate SUP and SIU Halls, a system of reciprocal shipping has been arranged. It isn't, and never has been, a question of one group or the other getting a better break. When shipping is slow at one hall or the other the jobs are shared on an equitable basis.

The membership of the Seafarers International, and this includes the SUP, Atlantic and Gulf and Great Lakes Districts, are one, and the working set-up guarantees all members jobs.

This is particularly important at this time as a look at the relative shipping in other maritime unions shows. Poor shipping is the rule of the day in the NMU with cards as old as seventy-five days being thrown in for jobs.

In normal times, each section ships from their particular hall, but at all times this is so arranged that there is an equal opportunity of employment for all.

The Seafarers has the finest system of shipping, and the best Brother Rodriguez raises a good question, a question that will be discussed more in detail from time to time. The shipping rules are made by the membership, and can be changed anytime the membership so desires.

The West Coast, the East Coast and the Lakes are one, each enjoys the same privileges, and fights the same enemy. The problems are common problems and the solutions joint solutions. An injury to one is an injury to all.

Isthmian Going SIU; Seafarers Must Take Shipboard Leadership

By EARL SHEPPARD

Half the Isthmian fleet has voted, and the Seafarers are out in front by a good margin. On twenty-nine of these ships the SIU has polled an overwhelming majority, and has won on all the others with few exceptions. The over-all percentage now stands at SIU, 75 percent; combined disputed, NMU and no union, 25 percent.

These figures are as factual as is possible, and are based on a man to man canvass of all ships that have voted. A glance at the results on just a few of the first ships that have voted gives a clear indication of the Seafarers strength in Isthmian.

SHIP	SIU Percentage
Mobile City	85
William N. Byers.....	92
Marine Fox	83
Lynn Victory	56
Sea Flasher	88
Mary Livermore	71
John Mosby	96
Francis Drake	81
Cape Martin	63

This is an average based on the average type of ship. It is, of course, possible that the tabulated results may add up slightly different in the long run, but as matters stand today the Sea Fiddler is the only ship that has been definitely lost.

On approximately three other ships the issue is in doubt, but on the whole the SIU has run up a score to be proud of.

NEGOTIATIONS NEXT

There is an old saying about "many a slip 'twixt the cup and the lip," but with the impressive majority already established the Seafarers has little to fear on that score. The task at hand is the consolidation of the position already established in the Isthmian fleet.

Winning the elections does not



EARL SHEPPARD

necessarily mean the signing of a contract. Before the final agreement and contract is signed, the company will have to feel the full weight of organized crews.

Today more than at anytime during the organizational drive, the Seafarers aboard Isthmian ships must assume the leadership in the fight for conditions. This is important, because this is the way agreements are written.

Right now the crews of Isthmian ships must begin to function in the same manner as crews of organized ships—with regular ship meetings, departmental delegates and an organized handling of all beefs.

THE SIU WAY

Beefs should be handled, not on the presumption that the working rules of the Isthmian line prevail, but on the basis of Seafarers' agreements. All Isthmian crews should immediately forward their suggestions on clauses in the proposed agreement, and put teeth in their suggestions by putting their suggestions into action to as great a degree as possible aboard the ships.

The shoreside organizers will have to double as union patrolmen during this period and assist the Isthmian ships' delegates and

crews in every possible way. No beef can be ignored, a good agreement can be quickly won only by the Seafarers being alert, and fighting every issue out to the finish. Agreements are won, not given to a union out of the goodness of the shipowner's heart.

THE TUGBOAT DRIVE

Great progress is being made in the tugboat and inland waterway drive. On the Texas coast the SIU has petitioned for a bargaining election in the Houston Bay Towing Company, one of the largest operators in the field. Well over fifty percent of the employees have signified their desire to be represented by the Seafarers.

In the New Orleans area the Whiteman Company has yielded, and signed an agreement. All up and down the coast from Portland and Searsport, Maine to the Rio Grande, tugboat crews are requesting organizational material and organizers. The SIU is rapidly becoming the major organization in the tugboat field.

The Isthmian Line drive is showing results on the tankers. In the past few weeks, a number of Esso seamen have come into the various Union Halls and actually taken out Union books.

One of the most significant developments has been on some of the so-called organized ships. The Texas Company is ostensibly organized, and under union agreement, but actually these men are getting no representation whatsoever.

A Chief Steward on a Texas tanker came into the Hall the other day, and reported that in a solid year not a single delegate had visited the ship, and that replacements were shipped directly from the company offices.

Regardless of whether the Texas Company is under agreement to a so-called union or not, the fact remains that the crews are not getting representation, and can therefore only be classified as being unorganized.

These crews want representation and are entitled to it. For the SIU to act in their behalf is neither "union raiding" nor "dual unionism." Many of these men are Seafarers members, and more are joining daily. These men are entitled to, and will get, Seafarers representation.

ONE BIG UNION

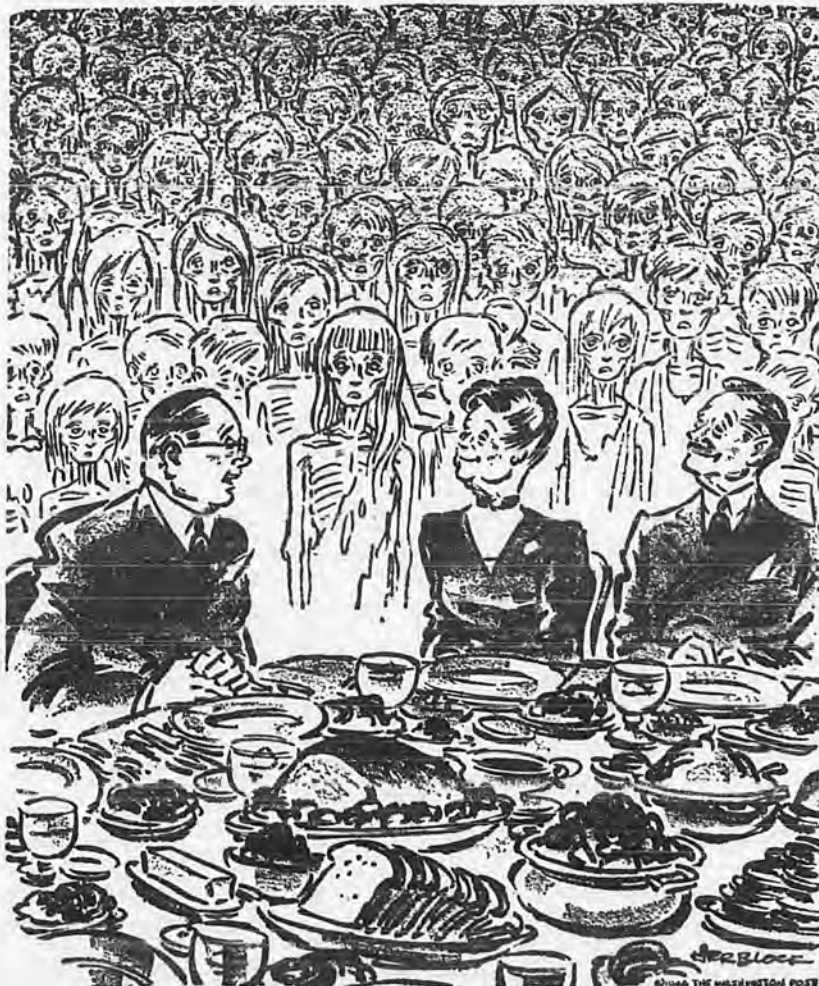
Reports from Port Arthur show that an increasing number of Sabine crews are adopting the SIU. On both the Sun Oil and Atlantic, operating largely out of the Delaware River area to the Gulf, a definite organizational improvement is being shown.

In the New York area, the Cities Service, Socony and Tide Water Associated crews are showing great interest in the Seafarers program and literature.

Summing it all up, the SIU is on the march on all fronts. Winning Isthmian is only the start. Tomorrow it will be the entire industry—One Big Union, the SEAFARERS INTERNATIONAL.

Make Isthmian SIU!

"Shall We Say Grace?"



NMU Goes A'Gooning For Ex-Organizer Who Joined Seafarers

NEW YORK—After former NMU ship's organizer Padgett turned in his book and joined the SIU, some stooze aboard the Isthmian Line ship, Nicaragua Victory, apparently notified the NMU powers that be. As a result, two cars loaded with goons attempted to waylay Padgett Monday night, and do a dumping job.

Padgett was returning to the Nicaragua Victory after shore leave, and as he was going through the gate heard someone calling his name. Turning around, he noticed two large sedans loaded with men who were slowly piling out.

Padgett realized they were NMU goons, and were out to do a job on him. So, he ran aboard the ship, and told Bosun Murrell that the goons were waiting for him on the Brooklyn dock.

Murrell quickly rounded up a group of Nicaragua Victory men to investigate, and see that Padgett was no longer molested. By the time they reached the dock, the two cars had pulled away, and were no place in the immediate vicinity.

RECOGNIZED GOONS

While running up the gangplank, Padgett had an opportunity to get a good look at the goons, and he recognized a couple of them as well as noting that there was a total of 15 or 16. It really took a gang of big, brave goons to take care of one, lone Isthmian seaman who had realized he belonged in a real democratic Union, and joined the Seafarers. Maybe they were afraid of retaliation, and figured there was safety in numbers—16 to 1!

The Nicaragua Victory will be leaving for the Far East some time this week end with her first port of call being Alexandria,

Isthmian Vote For Seafarers

(Continued from Page 1)

have told the SIU organizers they were voting SIU and told the NMU they were voting on that side, and then maybe voted for the company. But even lopping off 10 percent to allow margin for error, the SIU appears to have polled at least 75 percent of the votes so far.

That isn't a bad showing, but organizing director Bull Shepard viewed the estimated figures with a critical eye.

OVERCONFIDENCE HIT

"The only trouble with an estimate like that during an election," he told the *Log*, "is the overconfidence your members get. They get that it's-in-the-bag feeling and they don't get around to talking up the Union and talking up the contracts any more."

"How do you suppose we got a lead like that?"

"By Seafarers talking about the Isthmian every time they met an Isthmian man," Bull answered himself. "I don't mean just the organizers and the organizing committees, I mean the individual Seafarers, the guys who've been beating their brains out in

Egypt. Her itinerary includes stops at Bangkok, Siam; Singapore, S. S.; and Batavia, Java.

VOTED SIU

Ship's organizers Murrell and Don Kennedy brought the Nicaragua Victory into Baltimore in good shape when she completed her last voyage, and are both remaining aboard for the current trip. When the votes were cast, the SIU received approximately two-thirds of the total with the NMU and the company receiving the remainder.

Crew members are attending SIU membership meetings, as she is solidly pro-SIU with the exception of two electricians who belong to another union. Everyone is impressed with the SIU meetings where they've seen Seafarers rank and file democracy in action, and they all intend to make every Isthmian seaman they contact SIU, also.

NMU GOONS THREATENED HIM



These two Isthmian seamen from the Nicaragua Victory are smiling over Padgett's (on left) escape from NMU goons who attempted to "dump" the former NMU ships organizer for joining the SIU. Besides him is Bosun Murrell, who is one of the SIU ships' organizers aboard the Nicaragua, and who quickly gathered a militant bunch of Isthmian seamen too late to catch the goons.

IT'S A HAPPY ISTHMIAN GROUP



Crew members of the Nicaragua Victory smilingly posed for this shot alongside their ship docked at Brooklyn. From the left, Front Row: Lanier, Edwards, Bednavoski, McCune, Murrell (ships organizer), Anderson, Jacobson, and Paschal. Standing: Paul, Rettedal, Atkinson, Smarz, Thompson, Bean, Jones, Semashko, Boris, McCarthy, and Padgett. A couple of the boys moved, so names may not be in exact sequence.

this port and that, looking up these Isthmian seamen and telling them what's good about the SIU.

TALK CONTRACTS

"Sure. That's what they listen to. They want to hear about the contracts, and what's better about them. They want to hear about representation and how the Union goes to bat for them. They want to hear other seamen tell it as their own personal experience, not the regular line of an organizer.

"And," continued Bull, "that's what they've been getting from the SIU rank and file. That's the reason the vote is going so heavily in our favor."

"But an election like this you've got to keep plugging. Pretty often it's the last guy who talked to a man that makes the impression on the way he votes. We've got to keep the Seafarers in there getting to all of the ships as they hit port and talking it up to these guys, real big."

"We can't let the members get over-confident and stop trying." That's right, we can't, Brothers!

THE BEGINNING OF WORLD WAR III



The famished millions of Europe and Asia, more than any convention of foreign ministers or diplomats, hold the key to whether the war that cost 10,000,000 lives in combat alone was only the prelude to another military hurricane. Organized labor in the U. S. and Canada by throwing its wholehearted support behind the U. S. program to conserve food, is helping eradicate the festering causes of a new world war. (LPA)

The Things Seamen Have To Take!

By R. E. GONZALES and J. HANNERS

"Don't be a sucker, soldier. If you must play cards or games, don't play with the Merchant Marine. They are crooks and will not give you a fair chance. Play with the men you can trust—your buddies. Don't associate with the merchant crew in any way."

This notice was a tipoff on the type of cooperation which the Troop Commander, Lt. Roush, would give to the merchant seamen aboard the SS Williams Victory, and he lived up to every word of it.

More than one crew member accused Lt. Roush of snooping in his quarters and searching through personal belongings.

On one occasion he removed a chair from the Second Steward's room, and left an obscene note accusing the Steward of having stolen the chair from the Troop Quarters. This was later disproved, but the chair was never returned.

FAST RETREAT

When we approached Lt. Roush, his first words were, "I will do any goddamn thing I want to on this ship as I am the Transport Commander. If I catch any merchant seaman below deck, I will throw him overboard."

We invited the loopy to start throwing, but he immediately backed down and said that he was only kidding.

In addition to publishing literature designed to cause friction between the soldiers and the merchant seamen, Lt. Roush ordered the Chief Steward to serve three meals a day to the POWs who were being carried on board, and told the Baker to serve them with fresh bread.

This was okay with the men involved, but when the payoff came up, all this overtime was in dispute.

HE APOLOGIZED

Regardless of his rank, Lt. Roush apologized to the crew members for the bad time he had caused them during the voyage, and asked them to forgive and forget.

When we have managed to return all the men who were willing to fight for freedom and justice, then and only then will we be free of men like this who never heard the scream of shells, or the explosion of a ship after being torpedoed. The men of the Williams Victory called Lt. Roush a "little tin god" and he did the Armed Services no good by his domineering manner.

In conclusion, we would like to express our gratitude for the cooperation we received from the crew and the delegates. The departments were well handled and, on arrival, all trip cards, books, and disputed overtime were turned over to us at once.

CRYING TOWEL, PLEASE!

American business spent \$2,386,000,000 for advertising during 1945, it was disclosed—an increase of 5%. An awful lot of that two billion was spent on full-page ads telling us that the advertisers couldn't afford 18½c.



QUESTION?—Do you think that the Curran-Bridges "One Big Union" will achieve Maritime Unity?



KING SHERRER—AB

Although I think the idea is a good one, I don't think it can be achieved if Curran and Bridges have anything to do with it. Neither one of those guys can be trusted. The motive behind the move is to help them stay in power, and that means that the smaller unions will be swallowed up. That may be unity, but it is the kind of unity that is also achieved when a lion eats a cow. I'm in favor of Maritime Unity, but only when all the small unions will have a break.

CARL I. KOPPER—Steward

I think that Curran and Bridges are out for themselves and they don't give a damn about Maritime Unity unless they can run things to suit their own purposes. In the long run, they will fight among themselves, and the whole thing will fall flat on its face. The smaller unions will find themselves taking orders from the ILWU and the NMU, and that means that they will be following the communist party line. If they want to do that, okay, but that's not real unity for common purposes.



JOSEPH ORNOWSKI—Wiper

If anybody but Joe Curran was at the head of this deal, I would think that it had a chance. But how can he work for unity in the whole maritime field when he can't even get his own bunch to work together. I think the idea is swell, but not with a guy who had his men sail ships that were picketed. I don't know too much about Bridges, but you can bet that the two of them are up to no good. Sooner or later, we are going to have maritime unity, but not the Bridges-Curran-commie kind.



FRANK PASCHANG—AB

No, they will never achieve what they want. They might be able to consolidate themselves in power, but they won't strengthen the seamen and shoreside workers. The big unions will have the balance of power and the smaller unions will be gobbled up. Well, that's unity of a sort, but not the kind I go for. Joe Curran and Harry Bridges never did anything for the workingman and I don't think that they are starting now. They are strictly out for themselves.



U. S. Ships Are Placed On Sale; Merchant Marine Future At Stake

The future of U. S. merchant shipping hangs in the balance of events of the next few weeks, as shipowners begin jockeying for position for the purchase of U. S.-built ships under the Ship Sales Act. The ships went on sale on April 23, after several delays.

Also at stake is the future of the Seafarers International Union and the members of every other maritime union.

For in the successful distribution of ships to American operators lies the hope of jobs for Seafarers and everyone else with an interest in waterfront economy.

Equitable distribution of the ships will mean more competition for trade; more competition for trade will mean better representation of the U. S. maritime flag on the sea lanes of the world, and the more ships that are operated in foreign commerce the more jobs there will be for seamen.

CONGRESS' VIEWS

That probably is an oversimplification, but it is the essence of the entire maritime program as envisioned by Congress when it set up the Ship Sales Act.

Congress also was interested in seeing that the American public was not sold short. It sought to establish prices which would not be a burden for the shipowners, but would turn back to the U. S. Treasury—and the taxpayer—a fair proportion of the cost of building the ships. The price formula was delayed by months of hearings, at which shipowners' lobbyists pressed and partially gained their point for bargain prices.

SOME BARGAINS

The final base prices for the ships are to be an adjusted 50 percent of the cost of the vessel as estimated at January 1, 1941. The adjustments are to be scaled down, in accordance with age and conditions of the vessels, to a floor price of 35 percent of the 1941 estimated cost.

In addition, purchasers of the U. S. ships can receive an allowance for trading in old vessels. Ostensibly this move is designed to retire obsolete craft, but actually it affords the shipowners a chance to drag down some thick gravy for old ships and to obtain real bargains in new ships. (See the March 22 Log editorial for details.)

Let us bypass that phase for the nonce, however. The question is how effectively the WSA is handling the sale begun this week. So far the shipowners have entered few applications for the ships for sale. They are studying the conditions of sale for each ship, and are warily casting an eye at the foreign bids for the ships and charter.

SHIPMEN WARY

The window dressing of the sale looks good, but they're afraid the WSA may have some shoddy merchandise inside.

The Atlantic and Gulf Ship Operators Association, which is spokesman for most of the companies with which the SIU has contracts, did not have much information to contribute when the Log called on the day the sale opened.

A FEW DOUBTS

All of the companies in the Association plan to buy ships under

it, said L. A. Parks, Association Secretary, but right now none of them knows how many.

Are any of them planning foreign trade expansion, the Log asked?

Mr. Parks said he guessed some were, but he didn't really know.

How about the shipping business that the Germans and the Japanese used to have with South America? Wouldn't that be considerable and worth going after, said the Log.

Mr. Parks said he guessed it would be, but all that depended on the economic condition of those countries. The WSA might put out some additional lines, he said.

COMPANY APATHY

Yes, said the Log, but how about unsubsidized trips? How about the companies getting cut

and going after business themselves, without being wet-nursed with Government money? Weren't any of them doing that? How about public relations programs in foreign countries boosting the merits of U. S. shipping?

Mr. Parks said he didn't know.

All of which presupposes that the future doesn't look too bright for the U. S. Merchant Marine. U. S. commercial shipping's backbone lies in foreign trade—unsubsidized foreign trade, based on the advantages that U. S. ships can offer: faster, cleaner, more efficient service, as opposed to the cheaper rates made possible by slave labor on some of the foreign lines.

But the shipowners don't seem to be going after it, nor after the ships that will make it possible, even when they can get them at bargain rates.

Investigation Demand Backfires; Ship Pays Off With Logs Lifted

NEW YORK—With the words "You've got me where you want me," the Skipper of the Calmar ship Marie M. Melonie yielded to the SIU and conceded defeat by writing "cancelled" across the logs which were holding up the crew payoff.

The company's chief demand for a thorough investigation of the crew's actions boomeranged when the SIU Patrolmen readily agreed, stating that they would "go whole hog" on an investigation.

Their assertion that the Captain's position was a vulnerable one, and that they would prove that he was derelict in the discharge of his duties clinched the argument for the Union.

The Marie M. Melonie returned to New York on Monday, April 15 after discharging a cargo in a foreign port.

In response to the crew's demand for a draw, the Skipper went ashore for money. By Thursday he had failed to reappear so the crew went to the Union Hall with their story. The Union was informed that the Captain had returned to the ship with \$1000 for the draw, that the crew should go aboard for the shifting of the vessel to a loading berth 6 A.M. Friday, following which there would be a payoff.

At the appointed time the crew was aboard, but by 11 A.M. the Melonie hadn't shifted. The crew was baffled by two sets of orders—one calling for the shifting of the vessel, another, posted in the messroom, ordering the men to be at the company offices at 44 Whitehall Street.

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

Two department delegates plowed straight to the Skipper. Which order, they wanted to know, was to be followed?

GET OFF!

The Captain squalled. As far as he was concerned, he bellowed, "You can all pack your gear and get the hell off the ship!"

The crew promptly obeyed their Captain's order!

They went back to the company office, where they were told the payoff would begin with the Captain's arrival. But by 5 P.M., the company reversed itself in order to protect the Skipper who was nowhere in sight.

When Calmar charged that the crew had abandoned the ship, the SIU countered that the men obeyed the Captain's orders. The company wanted the crew to be logged 30 days' pay. The Captain after ordering the men off the ship had logged the entire deck department, several men from the Steward's and Engine five days' pay.

SIU men who were sent to handle the beef pounced on the fact that the log was in poor shape and that vital entries had not been made. They asserted that the Captain had failed to note that several men had reported sick.

HAND-HOLDER

To this the Skipper replied that he had felt the pulses of the men and that, to him, they looked healthy. He couldn't be bothered entering the name of every man who said he was ill, he added. The Union pointed out that the U. S. Public Health Service decided that several of the men were ill, and here the shipping commissioner, who had been called in, stated that the Skipper was guilty of neglect.

The SIU Patrolmen said they were willing to have a thorough investigation but it would be "whole hog," with the Captain coming in for his share of it.

It was here that the Captain reversed his engines and uttered his admission of defeat.

Patrolmen handling the beef were Joe Volpian, Joe Algina, Whitey Lykke, "Tex" Suit and Claude Fisher.

Isthmian Crew Wins Stewards Dept. Beef

Militant Isthmian seamen aboard the Sea Phoenix, led by SIU delegates, won an overtime beef aboard that ship while at sea, according to a report submitted by ships delegate B. Murphy, and signed by deck delegate Dows, steward delegate Kauffman, and engine delegate Van Der Ende. The beef involved overtime payment for weekend in port when the Sea Phoenix was moved from the pier to fuel ship.

While at sea on April 7th, the Sea Phoenix held a regular shipboard meeting, in typical SIU style, and took care of their accumulated beefs in one, two order. Jerry Mathais, AB, was elected as chairman, and minutes of the previous meeting were not read as they were not available.

NEW BUSINESS

Dutch van der Ende, Engine delegate, brought up the subject of watch relieving which had arisen while the ship was in port at Tandjoeng Priok, Java. Full discussion followed, and the matter was finally thrashed out when a motion was passed reprimanding one brother for going to the Chief Engineer with his beef instead of contacting the Engine delegate.

A former NMU man, Chief Cook Le Bratta, who at present belongs to no union, evinced a strong interest in the Seafarers. He also commented favorably on the way that the meeting was conducted, and stated that never in all his time in the NMU did they conduct a meeting in such shipshape manner.

Deck department delegate Jack Dows stated there were no beefs in his department with everything running smoothly. In answer to a query concerning fruit juices at breakfast raised by Hi Gillman, Dows mentioned that juices were not necessary in port when fresh fruit was available.

LINEN PILFERING

Chief Steward brought up the matter of linen pilfering, and stated that it made it difficult to change linen when shortages were caused by the linen being taken ashore by the crew members. One man was caught while in the act of removing linen from the ship, and was referred to the authorities by the Captain.

Crew Galleyman Heavy Weiner requested more shipshape treatment of the pantry by the crew between meals, and after the night lunch was put out. The Steward delegate Pat Kauffman mentioned that a list of fines was very workable on several ships on which he had previously sailed. A motion incorporating this fine system was carried.

With the final report concerning the overtime beef in the Steward department with which the Chief Steward was in complete agreement, the meeting was adjourned. After the meeting, those men who had never before witnessed an SIU-style shipboard meeting commented on the complete democracy which prevailed.

Make Isthmian SIU!

Boneyard Bound



Four of the last crew members aboard the Isthmian scow, J. Sterling Morton, before she heads for the boneyard. Front (left to right): Porter, Saliba and Taylor. Rear: Upchurch.

The IWW

In 1921 the second strongest seamen's union numerically was Industrial Union 510 (Marine Transport Workers Industrial Union) of the IWW. In 1921, however, the majority of the IU 510 were also members of the ISU and in certain areas, particularly Philadelphia, San Pedro, California and the Northwest ports of Tacoma, Everett, and Seattle, played a leading role in the internal affairs of the ISU.

Advocating job action (the forerunner of the later effective sitdown strikes) the IWW led a series of semi-successful moves between 1921 and 1923, and in this period increased their membership to several times the 1921 size.

A large portion of this membership came from dis-illusioned old timers of the ISU, but at the same time two other factors en-

tered the picture. The shipowners used the opportunity to "plant" a large number of labor spies and disrupters in the organization and the Workers Party (the 1921 name of the Communist Party), with equally sinister motives, poured dozens of their group into the organization.

On top of this, the IWW was at that time divided into camps waging a factional war. With the Communists disrupting in an endeavor to seize control of the organization, the shipowners' spies and stooges blocking every move, and the factional fight taking up a lot of valuable time, it is easy to see how the shipowners were able to break the 1923 "Wobbly" strike. This strike, although brief, was marked with militancy, sacrifice and bloodshed and furnished a pattern of militancy that remained unequalled until the 1934 strike.

The Communists

Despite their depleted membership, the International Seamen's Union continued to maintain the highest scale of wages for seamen. On the West Coast the three "old faithfuls" the



Sierra, Sonoma and Ventura, under contract to the unions of the International Seamen's Union, continued to sail with union crews. Those with some steam schooners and Alaska ships were the prize jobs of the coast.

The same held true on the East Coast and the Great Lakes, ships manned by union seamen dispatched from union hiring halls had the best conditions, and the highest wages and the most efficient crews.

Throughout the long lean years that followed, this remained true and the men who maintained their union membership and sailed these ships were the men who were largely instrumental in starting the ball rolling to the conditions we have today.

WAGES DROP

Following 1923, conditions declined rapidly, with wage reductions keeping pace. By 1924, the basic wage for ABs had dropped to \$62.50 a month. The following year it had dropped to \$55.00 and after that there was no scale.

The best paid were the few union-contract ships with tankers and shipping board owned and operated vessels running second.

Overtime was unknown and a request for time off was tantamount to asking to payoff. You got your time-off when you left the ship, at your own expense on your own time.

During this period the big-hearted shipowners developed the most nefarious scheme that had ever been used. Even in the clipper era of bucko mates and

crimps such a thing would not have been tolerated.

This was the system of "work-aways." Practiced chiefly on the East Coast but also throughout the industry, it rapidly developed into one of the chief menaces.

In order to get a job a man had to board a ship, ostensibly working his passage to the next port. He remained aboard the ship working and working hard to make an impression until the first vacancy occurred and he then got preference over the men on the beach.

He was outranked only by the company stiff or master's relation who automatically had first choice through the company offices.

CONDITIONS WORSEN

Conditions were at an all-time low. One over ripe egg, a piece of rancid meat, and a cold soggy boiled potato was a standard breakfast. Colored bedding was changed whenever the company felt like it. Mattresses were lumpy and bedbugs were the permanent crew of almost every ship.

The two-pot system was standard, and woe unto the guy who helped himself from the saloon pantry. Even at that, the midships menus were no bargain. A man shipping with a few dollars in his pocket brought his own coffee aboard. If it was a hot-weather run, he bought his own fan and a few extra towels.

On the Western Ocean runs men bought their own cheese, liverwurst and sausages in France, Holland, Belgium, and Germany, to augment the moldy bread night lunches on the return voyage, when most of the meats were spoiled and vegetables were only a memory of the first two or three days out.

Fresh milk was unknown and the only icecream ever seen was on coastwise ships where it was sold by the Steward who in turn, had to split his profit with the Master.

Conditions and wages went from bad to worse, until, in 1932, an all time low was hit with the Munson Line paying the munificent wage of \$22.50 a month for Wipers and Ordinaries and \$35.00 a month for ABs and Firemen. On these ships 3rd Engineers shipped for as low as \$65.00 a month and Chief Mates for \$110.00.

THE COMMIES COME

Naturally, the militants and a few remaining organized men in the industry didn't take this without a fight, and this entire period was marked with the formation of various small organizations and an ever increasing number of "job actions," the majority of which took place between 1929 and 1933.

In 1927 the Communists came into the picture with an outfit called the International Seamen's Club. In 1923 they announced the formation of the Marine Workers Progressive League. In 1929 the name was changed to the Marine Workers League and, in April 1930, a so-called rank and file convention was held in New York and the name was again changed to the Marine Workers Industrial Union.

(Continued Next Week)

Sad Song Of Isthmian

I went up to New York, and the weather was fine
And there I got a job, on the Isthmian Line.
And since I was broke, I felt lucky at first,
But I'll tell you, boys, I have never seen worse.

I went to the office, Mister McCullough was there
And he said, sure enough, shipping was fair.
"I will sign you on, bucko, for a dollar a day;
For the first thirty days, you work without pay.

"The trip will be short, with weather so fine
With plenty time off, and all that overtime,
The lines are so light, and the gear is so new
You will lay in the sun, with just nothing to do."

Oh, the Mate was a devil, and the Bosun, his son;
They both would be angels, if I had a gun.
The Mate was a whip, so we bore on our backs
All the ship's gear till we dropped in our tracks.
We've been gone six months, with no overtime—
You missed fifteen minutes, the log you would sign.

I broke both of my legs, so I laid in my sack—
"Oh, but when you're well, you'll work that time back
Your arms are not broken, although you're a wreck
You can still do some work, we'll wheel you on deck."

We went up to Murmansk, where the weather was cold,
So I said to myself, this isn't what I was told.
The snow was so deep and the ice was so thick
We went to the wheel, with a shovel and a pick.

"Oh, please, Mr. Mate, I want a bit of time off,"
"We'll paint the ship's side, before we knock off—
You may have a whole hour, I want to play square,
"Oh, thanks, Mr. Mate, this is indeed so rare.

"I've been working all day, and my back is so sore."
"Keep moving, keep moving, or I'll log you some more.
Your backs are all aching, your fingers do bleed;
But five minutes for coffee is all that you need."

The food is like garbage, the t'c'sles like sties;
I'll dance on his coffin, when the Chief Steward dies.
The bedbugs were really starving, the rats ate ashore
I've sailed for them once, but I'll never anymore.

Without our dear Steward, the ship will not sail.
His time is now finished, and he's fresh out of jail.
Oh, his face is so swollen, it's so black and blue
He looks so much fatter, than we would ever do.

You work the day through, and now it is night
So pick up your scrappers, while the moon is bright.
Oh what can be wrong, with such a merry crew?
You know I'm not really taking advantage of you.

I have seen some rough weather and I have made
some mean trips;
Now I've felt the sting, from many a Mate's whip;
I've been out with some women who could shake a
mean hip—

But the meanest of them all is the Isthmian ship.
Then heave away, Brothers; Oh, heave away strong;
We'll organize Isthmian, before very long.
We'll scuttle the finks and the company stooges;
They think only of money, those Isthmian Scrooges.
So heave away, Brothers, heave away strong;
We'll all ship Seafarers before very long.

JAMES LUND—(SS Cape Junction)



AROUND THE PORTS

Ships Clutter Port New Orleans

By C. J. BUCK STEPHENS

NEW ORLEANS — Missed out writing to the Log for a couple of weeks due to being so damn busy on this end. Now that the rider beef with the companies is squared away, we should be able to report to the Log regularly every week.

The river is so cluttered up with ships now they don't know what to do with them. Ships are laying at anchor two or three weeks waiting to get alongside the docks. There are over 50 SIU and SUP ships in port at the present time and shipping is at its peak. As soon as the WSA gives the companies orders to load these ships we should get a breathing spell. Around 35 of these ships are just laying at anchor awaiting orders. Maybe it was due to the rider beef that they didn't get riders because the NMU ships are moving out on schedule.

Well, the SIU stood alone and



won out on another beef. It gave our members a little vacation, because they cut the crews down to a minimum on our ships.

VACATIONS

Speaking of vacations — the crew of the SS Seatrain New Orleans is still on one. The Seatrain has been on strike since the early part of December and the crew is still on board. The SS Florida of the P&O SS Co., is still here, and there are no definite orders yet as to where she will go for drydock.

The Tugboat situation here is still status quo. Bisso is on the unfair list. Whitman signed a new agreement and hates like hell to live up to it. T. Smith is willing to sign up with the SIU, but hates like hell to go for the 120 days off a year with pay.

The other outfits are okay, except Willie Bisso's brother who calls the Hall four and five times a day asking us to please let the people know that it is Willie Bisso that is unfair and not Ed Bisso.

He is told on all occasions that a Bisso is a Bisso, but if he signs a contract we may consider the matter and mention only Willie as being unfair.

Willie Bisso's tugs have not left the yard for some time due to our contacting every company, Union, etc., as to his being unfair. A few ships have been delayed three or four hours due to the shortage of tugs, but when an outfit is finky there is no consideration to be shown them.

At the last meeting here the gang went on record in a big way to instruct the Secretary-

Treasurer to start the wheels going on and to see if we couldn't erect memorials in the major ports for our Brothers lost at sea.

All were of the opinion that it was a damn good idea, and I for one think it a mighty damn good motion. So, Brother members, lets see if we can get some good suggestions through the Log as to what the membership thinks of the idea.

NO NEWS??

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

- PHILADELPHIA
- MOBILE
- GALVESTON
- PORT ARTHUR
- JACKSONVILLE

Agent Relays Story Of Savannah's 'Waving Girl'

By ARTHUR THOMPSON

SAVANNAH—Sometime ago I sent an article to the Log and among other things I mentioned the "Waving Girl" and stated that if anyone was interested in the story I could get it for them.

Since then I've had a few requests for the story. I contacted the librarian in the AMMLA in Savannah and asked her for the story. There seems to be more than one version.

When I first saw the waving girl in 1933 I got a more romantic version of the story from one of my shipmates and since that time I've heard others. Mrs. Martha Long, the librarian down here, should know the story if anyone does and she very obligingly sent this version of the story:

FORT PULASKI

The "Waving Girl" of the Savannah River, known to maritime folk the world over, was the daughter of John H. Martus, who, after forty years of service in the United States Army was assigned to Fort Pulaski, Cockspar Island, Georgia, at the mouth of the Savannah River. He arrived there for duty on July 12, 1866, bringing with him his wife and five-year old son. Two years later a daughter, Florence Margaret, was added to the family, then living in one of the wooden engineer's quarters almost within the shadow of Fort Pulaski's walls. She was destined to become the "Waving Girl" of nautical song and story.

Until recent years, Fort Pulaski always figured as bulwark or background in the life of Florence Martus; in 1881 it probably saved her life when a great storm, still recalled with awe by Savannah's older residents, swept the South Atlantic seaboard.

With the hurricane howling and the waves of the Atlantic threatening to engulf the Island, the Martus family sought the shelter of the sturdy brickwalls of the Fort and, although the water rose to a considerable height, on the parade ground within the Fort, the little family, including Florence, then a terrified thirteen-year old, was saved by taking refuge in one of the circular stair towers.

Brother George, seven years her senior, in 1877 at the age of sixteen, had entered the lighthouse service, but resigned in 1884. Upon re-entering the service three years later, he took up residence with his mother, Mrs. Rosanna Cecilia Martus and nine-

year old Florence, in a cottage provided for him on Elba Island, a short distance up the river from Cockspar Island and now joined to it.

In that same year began the many years of friendly waving which won for Florence the affection of the Seafarers of the world and made her a legendary figure in faraway ports and gained for her the sobriquet of "Waving Girl."

The mother died in 1909, but Florence stayed on with her brother at the lonely outpost facing the north channel of the winding Savannah, without telephone, telegraph, radio connection or any other communication with the outside world.

Until the retirement of Mr. Martus in 1931, she greeted every



vessel entering or leaving the port of Savannah, waving a kerchief by day and a lantern by night, a forty-four year example of steadfastness seldom, if ever, equalled.

After the unique and never-failing greeting had been noticed and marvelled at by seamen for years, colorful yarns began to be spun to account for such incredible vigilance: A lover had been lost at sea and in the waving of other seamen she was honoring him; he had proved faithless and had crossed the ocean, but still she waved to reassure him that her love had not waned; her brother had been lost at sea—these and other more romantic tales were passed around by grizzled seamen at New York, San Francisco, Mobile, at Marseilles, Cadiz, Rio and Shanghai, at many strange ports of the seven seas. Miss Martus consistently has denied any romantic implication in her waving but even now, years after, the stories persist.

Later in her astounding career as the "Waving Girl," Miss Martus was to prove that she possessed not only patience and watchfulness in superlative de-

Members Imperil Own Conditions

By BUD RAY

SAN JUAN — Well, we can't complain too much down this way although shipping has slowed down some since the ships have been tied up in New York, but we expect in the near future for the WSA to see the light then all will be on an even keel again.

The Cape Falcon came in a week or so ago and the Cooks made a deal that one would take off here and the other in New Orleans. The 2nd Cook lives here, across the Island, and took off Tuesday and was supposed to report back for work on Friday.

But it was the next Monday before he could find the ship. Now all this was between the Cooks, and no one else knew what the score was, so the Old Man charged him with desertion and was go-

ing to keep all the man's pay. But I went to Mayaguez and got the man his money.

HELP YOURSELF

This time off down here is a practice that I am definitely against, because the shipowners' arguments are that if only one man is needed in port, then one man can handle the job at sea.

Your negotiators this fall are going to have the job at convincing the owners that there are more men needed on the ship when those that are there give the Officers the argument that they have no work to do and they would like this time off in port.

So if you want, and expect better working rules and more men aboard these ships, then let's all get on the ball to make it easier for your officials to get conditions. We know that you like a little time off in port, but let us get it the right way and have it in the contracts.

I have been having talks with the Bull Line here about shore gangs, and they have conceded to most of what we have asked for. I will take the contract before the membership at the next meeting we have down here, and if it is okay, then it will be the first such contract for this work here in Puerto Rico.

I have also talked to Capt. Fortunati of Waterman and he tells me that they will be running Co. ships here after the 1st of

FIRE!

Out over the dark water of the Savannah, she had seen a blazing ship. Setting out in a little craft, the "Waving Girl" and her brother reached the unfortunate vessel, a government dredge, in time to rescue thirty of its crew of thirty-one.

Only on one occasion, it is believed, did Miss Martus fail to wave a handkerchief in a daytime greeting; that time, in 1923 she waved a small American flag to welcome to their homeland the last of the American Army Occupation as they passed her island home aboard the transport "St. Mihiel" bound for Savannah.

At the dock, the doughboys received a riotous welcome from an enthusiastic throng, but the quiet salute of the "Waving Girl" had been their first welcome.

Honors have come to her—a medal for her heroic rescue work, poems written in her honor, international fame on printed page and in stories in many languages. She has not been forgotten.

Several years ago in an erroneous report of her death a newspaper honored "Was Winkinda Madel von Savannah" in a long and flowery feature article.

"Her life was a legend" wrote the author, "and now that she is gone she will live forever more a picture of loyalty and hope."

The last few years of Miss Martus' life were spent with her brother in a neat cottage at Thunderbolt, on the mainland near Savannah. She died on February 1, 1943 in Savannah, beloved by all who knew her.

And that's the story of the "Waving Girl."

Since our last report we have shipped 44 men in all departments and paid off two ships. We expect to payoff another tomorrow. Things are still humming in Savannah, however, and we expect them to continue so for sometime since there are two ships in Charleston waiting for a payoff.



July, and that he wants to see the contract so we can start to negotiate on the same thing. Now that there are more men on the beach here, if we can get these through it will mean that any of our members on the beach who want to work will not go hungry.

COME SEE US

While in Ponce the other day, the big shots of the cement company were aboard the Bellringer, looking it over. I got into conversation with them and it seems as though they have started to do business with the government on two small ships to ply out of Ponce to South America: Brazil, Venezuela, Columbia and Panama. In the event that this does go through it will give us about fifty more jobs here and a chance for a little income, which we can use.

It was good to get back to the Enchanted Isle after my stay in New York. The ladies are just as beautiful as ever and we always have the sun and the gentle trade winds to cool your brow, after a hard night with The Old Demon Rum and the Ladies of Doubful Virtues. So any of you fellows who are looking for that perfect spot just come on down as the Welcome Mat is always out.

So steady as she goes, until we have the pleasure of your company; and, as always, on to a better SIU.

WSA Paralyzes America's Shipping

By JOHN MOGAN

BOSTON—Shipping in Boston is, and has been for a week, at a standstill. It seems no one in the country knows what the U.S. merchant marine is going to do next — except perhaps the janitor at the Seamen's Club.

Some signs are fairly indicative, however, such as the statistics regarding the number of foreign flag arrivals as contrasted with U.S. flag vessels. It looks as though the U.S. merchant marine has been sold down the river again, whether the James or the Hudson is unimportant.

WSA certainly has botched up the shipping situation in grand style. It is forever reaching out for power and using any flimsy reason for continuing in existence.

INDUSTRY PARALYZED

Already they have fouled up the allocation department in such a manner that everyone has despaired of saving any remnants of the once-powerful merchant fleet; now they have so concerned themselves with the seaman's wage and subsistence scales that they have managed to tie up the rest of the ships still in service.

Locally we have the following situation: SS Jesse Metcalf (Eastern) is being towed to the boneyard; the David Burnett and Thomas Jefferson (Waterman) are both tied up awaiting clarification of the transportation rider; SS Alexander G. Bell (So. Atlantic)—a question mark, no one knows what to do with her; SS Felix Grundy (So. Atlantic)—is currently in drydock, but with no future.

Then, up in Portland, Me., the SS William Phips (Eastern) is lying too, the crew fouled up with that phony "back to the Gulf" rider. To sum up, the industry is suffering from a sort of creeping paralysis, induced by an insidious type of virus emanating from the WSA.

The Isthmian campaign is still on, however. The SS Francis Drake was voted in Boston and the crew voted 81 per cent SIU. Five NMU organizers were on hand to greet this ship; but they were a crestfallen group when they started to poll the crew.

These NMU organizers are practical people. After five minutes of talk they conceded that the Drake was SIU, but added the remark, "What the hell, our salaries go on anyway."

RAISE FORCED

The employees of the Massachusetts Steamship Lines, Inc., received a \$10.00 to \$20.00 raise. That's the outfit that formed a company union to save money.



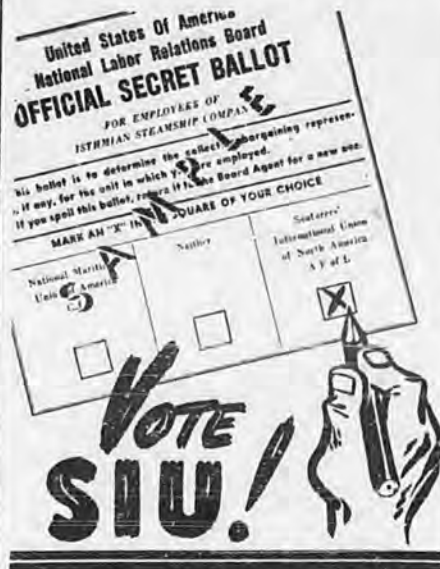
But the intervening action of the Seafarers has forced the raise in order that they might save face with the employees, who are slowly awakening to the fact that something is rotten with their new set-up. Whether or not this crumb thrown to the employees will save the situation for the company remains to be seen.

The Eastern boats are still tied

up, no doubt for the reason that the WSA has forgotten that they were to be reconverted by the first of the summer. It could be now that they'll be ready to cruise by August, provided, of course, that someone nudges the WSA and says: "Pssst, there's a coupla more ships you forgot about."

Well, there isn't any encouragement to be offered to all the boys on the beach around here. The outlook is still very poor at this writing, with all kinds of ratings standing by for jobs. It is hoped that our next article will present a more cheerful picture.

Isthmian Seamen!



For the Best Union Representation

Norfolk Shipping Falls Off

By RAY WHITE

NORFOLK — Shipping around Norfolk has dropped off in the last week. The coal strike has virtually stopped most of the ships that were on that run and it really rings the slow bell on shipping.

This is the first time in quite a while that the boys want to ship and find no jobs on the board. There are more book members floating around here now than have been for the last year.

There are quite a few ships scheduled to hit here for payoff, but they could easily be diverted, so we won't count them until they dock.

Now, speaking of service, here

is one for the books: One of the patrolmen got a phone call from a member, who stated that he had just arrived in town and was up in his hotel room. But this was only the beginning, as the Patrolman was soon to find out.

After a few minutes of battling the breeze, he stated that he had



plenty of beefs and for the Patrolman to come up to the hotel room and, also, bring a secretary to take it all down.

RETORT PROPER

Now the Patrolman, who happened to be Ben Rees, had to act and think fast in order to keep the standard of the port in beef-setting up to the high mark, and, in living strictly up to Union rules. So he promptly countered to his Union Brother over the phone, "Show me your Union book and I will be glad to come over with a secretary."

The Hall here is in good shape. We have just covered the meeting hall with asbestos tile and it really gives it a gleam. It gets more like home around here everyday.

We are expecting a couple of Isthmian ships in soon and then we will again have the pleasure of going aboard and watch them vote to come under the banner of the SIU.

Re-Routing Of Ships Slows Business In Tampa

By SONNY SIMMONS

TAMPA — Shipping has been pretty slow for the last week or two, due to the fact that several of the ships that were due in here were re-routed on account of the phosphate workers' strike.

We had the Powellton Seam in over the week end but there were no replacements to be made. I found out after she had sailed that one of the boys had got on a drunk and was reclining in the local calaboose at sailing time.

We have the Flying Eagle of the Mississippi SS Co. in port at present. I don't know what will be doing on her, as she just docked this morning and the Patrolman is down aboard her now. We will have the James Miller of the Bull Line in on the twentieth for phosphate, and the Warrior of the Waterman Line in the thirtieth to load lumber for France.

That is about all I know of at present although we do have a few sneak in on us now and then here and down in Boca Grande.

I understand from the Editor of the Florida Labor Advocate that they are allotting some space to the National Maritime Union in the coming issue. But I don't think that they appreciate it as it is some very unfavorable publicity about them sailing a ship out of Port Tampa that had a legitimate picket line from the chemical workers around it and after the longshoremen walking off, it had been loaded by scab labor.

PEOPLE AND PLACES

Battling around the other night down on the water front, we noticed how all of the old prewar joints have changed around. The old Anchor Bar is no more. The Old Fort is now remodeling and promises to be a show place, and the Gator Bar is so quiet that it seems like a funeral home.

The only spot that is the same is Ma William's place—the well-known Mother Williams Blue Room or as some would prefer, Mother Williams cocktail lounge.

The place is about the same as always: some one gets peeled alongside of the head and the other patrons never even look up.

Some of our guys are tending bar in the various recreation lounges. Jimmy Buzbee just wound up a career as bartender at Ma's joint. Raymond is at the present time tending bar at the Old Fort, though he has his greetings to attend a meeting at Camp Blanding on the 17th of this month.

Jeff Gillette is now attempting to go to work on the beach, though most of these beach jobs

have one bad feature: it seems that they want a fellow to work at least a couple of hours a day, so I guess Bro. Gillette will have to ship out.

Perry Roberts is also looking for a job, but always manages to steer clear of one, Tommy Taylor is now driving a Truck for



one of the local concerns. Al Ortega is about ready to ship again now that he has a new son. This son is carrying a book now,

so we hear, though this is doubtful.

ON THEIR WAY

We had a top-notch fight in this city last night, one of the good boys from up-country came in to fight a local boy, and did he get massacred! Our Tommy Gomez actually ate this guy alive. He knocked out top-ranking Freddie Schott in about two minutes of the first round.

We attended a meeting of the Central Trades and Labor Assembly last night, and it turned out to be a hot and heavy meeting before it was over, with some of the oldtime fakers taking it pretty hard on the chin.

These old boys have had the run of things so long that they just can't understand opposition, but slowly and surely they are on the way out. When this happens it will be a big break for the laboring men in this locality, as there is really a need for some new blood around here.

WITH THE SIU IN CANADA



VANCOUVER—The SIU agreement covering the North Vancouver Ferries which has been in effect for the past year has been renewed for the coming year.

Under the agreement, conditions have been very satisfactory, and minor matters and disputes arising from time to time have been efficiently handled and adjusted by the grievance committee functioning according to the grievance procedure as set up in the agreement.

This is the only agreement which has been satisfactory to the ferrymen. Their previous agreement which was signed by the IBU (now CSU) was definitely unsatisfactory. This was the main reason the Ferrymen threw them out and came over to the SIU 100 percent.

RESTORER AGREEMENT

The SIU Victoria Branch recently signed an agreement covering the standby work on the cable ship Restorer. The agreement calls for the standby rate of 95 cents per hour for straight time, and time and a half for any work performed over eight hours per day, or on Saturday afternoons, Sundays, or all legal holidays.

An agreement covering all living and working conditions will be negotiated before the vessel signs on a new crew for a voyage.

SAMPAN DISPUTE

While the Chinese Sampan Hai Jen was at Fraser Mills recently,

loading for Shanghai, the ship required two Firemen. The local agent, with the idea of killing two birds with one stone, ignored the Union Hall and had their crimp supply two unfortunate seamen who were stranded, and were the responsibility of the company.

Hoping to get rid of these men, quick dispatch was made in signing these men on articles, and they were quickly rushed to the ship. However, the ship's delegate was on the alert, and when he discovered that the men had not been dispatched from the Hall, he immediately notified the Union office. The result was that the Union Agent had these men paid off the ship the next day, and two other men signed on from the Union Hall.

The Union also acted for the two stranded men, and collected for them one month's pay, plus the two days they were on articles, a total of \$165.33 each, paid in United States funds.

This should serve as a warning to these local ships agents that they can't get away with this tripe where SIU-SUP agreements are concerned.

The recent passing of Captain Aikman of the CPR means that another faithful shipowner stooge has passed away. The seamen have nothing to thank him for.

And while he is dead, another stooge is in his place, and it behooves the seamen to remain ever alert and to remember the

old axiom: "Eternal vigilance is the price of liberty."

SEAVEY FOR SIU

The Clyde L. Seavey, an Isthmian ship loading grain for the United Kingdom, has been in port for the past ten days and is due to vote on arrival at the first United States port of call upon the termination of her present voyage.

Five crewmembers paid off this ship while she was here, on account of illness, and they were damn glad to have SIU representation at the payoff. The Vancouver Branch was able to replace four of the crew.

This crew will vote practically 100 percent SIU, and from the talk going around, damn near the entire Isthmian Line will go SIU.

STALLING ENDS

After several months of stalling on their answers to the SIU application for improved wages, overtime, and working conditions, the CNS, CPR, and Union Steamship Companies, have finally sent in their briefs to the National War Labor Board. Barring any further delay on the part of the Board in handing down a decision, something definite should be forthcoming within the next few weeks.

AGREEMENTS EXPIRES

The agreement between the Park SS Company and the Canadian Seamen's Union has recent-

(Continued on Page 9)

The Patrolmen Say...

Get Your Linen

When a member is dispatched to a ship, one of the things he should not forget, in order to avoid lodging and linen disputes, is to go and get his linen. It is not to be taken for granted that the ship has no linen and that you are therefore entitled to \$2.00 per week.

The SS Vassar Victory has been a beefless ship for the past three voyages, to my knowledge. But some members who did not report for their linen, though it was aboard, were of the opinion that they were entitled to a claim of \$2.00 per week. That is not so.

This Union is able and ready to take care of all genuine beefs whenever a member has one. Our sole purpose is to build a bigger and better Union. But let's be right before we go ahead.

With regard to ships having oil burning ranges which require pumping oil to the galley, I should like to point out that it is not the job of the Steward's department to do the pumping.

Claude Fisher

Union Principles

The payoff aboard the SS Richard Bassett, Bull Line, which took place on April 18, reminded me of the good old days. This was a clean ship from stem to stern, and the condition was made possible by the teachings handed down by our Union and carefully followed by all hands. These men lived up to Union principles 100 percent.

I am also glad to state that all three Departments, including the bellyrobbers, stood firm and ready to stick out their chins for anyone who was wrongfully accused by the officers. If this scow was sailing right now, the whole crew would be ready to sign on again.

A lot of the credit for the condition of this vessel goes to Brother Frank Moran, Bosun, who although not a delegate, did a splendid job in aiding the delegates of the respective departments.

William Hamilton

Gives Thanks

We would like to take this opportunity to express our gratitude to the crew of the SS Lyman Hall. This ship paid off in fine order, and was clean from top to bottom.

There were a lot of oldtimers aboard, and no one was under the influence of alcohol—which was a good deal.

William E. Plews, a onetime NMUer, was the Chief Steward, and was highly praised by the entire crew.

We look forward to the day when all reports can be like this one.

R. E. Gonzales
J. Hanners

On Cooperation

NEW YORK—The SS Worthington blew into town on Tuesday, April 16, and I went aboard on Wednesday for the payoff.

I was confronted with three beefs in the Stewards Depart-

Make Isthmian SIU!

ment, but none of them involved the company. Two of the beefs were cleared up immediately, but the third one had to be disposed of in the Union Hall, by five officials including the Port Agent.

The man with the beef was in the wrong because he refused to follow the instructions of the Union on how to handle himself on board a vessel.

After he was fired, he wanted the Union to place him back on board the same vessel. This does not make sense for the simple reason that anyone working aboard a ship who does not want to cooperate with the other crew members should get off the ship without waiting to be fired.

The other beefs were taken care of with the understanding that if the situation occurs again, drastic action will be taken.

It should be remembered that the heads of the various departments get their instructions from the Union. If anyone does not wish to cooperate, they should leave the ship in a peaceful way, and in a hurry.

William Hamilton

HERE'S A SOLID SIU CREW



When the crew of Isthmian's John Mosby voted recently at New York, they went solidly for the Seafarers as the Union of their choice. Following is a complete list of the crew, but not in their proper order: Ships organizer Tannehill, Tangres, Zeph, Smith, Bellers, Moore, McBride, Eayers, Shipley, McKnight, Rowe, Turner, Cuthrell, Waters, Rogers, Pratt, Bunn, Vick, Williams, Kirkland, A. Williams, and Liverman. The photographer was a little close for such a large group, and so cut a couple of boys out of the picture.

Communists 'Unity' Will Mean Political Strikes

By LOUIS GOFFIN

We note that those two old buddies, "no coffee time" Curran and 'Arry Bridges have come out with a threat of a general strike on both coasts. The press has followed this up with the opinion that such a strike would tie up 90 percent of American shipping.

In this we differ. While we recognize any legitimate picket line, and back any strike wherein the workers are out for better wages and conditions, we cannot let the public be misled into thinking that these two phony, would-be labor leaders control between them 90 percent of the American ships.

For the benefit of the uninitiated, the majority of the organized ships under the American Flag have SIU or SUP contracts. These ships will not be struck unless the membership of both Unions vote a strike on a constitutional referendum ballot.

Just where do those two birds get the idea that the unions they are supposed to represent control 90 percent of the ships? We know what liars they are, and the public should be made aware of their lies.

LEGITIMATE STRIKES

We are heartily in favor of any and all raises in wages and conditions, but it is up to the membership to make the decision as to whether or not the Union goes out on strike. No one individual, or any small group, can make such far-reaching decisions. In the NMU a few individuals make all the decisions and the rank and file is not even consulted.

This is an old commie custom which has been practiced by the NMU top officials since their so-called union has been in existence.

It might be well for the rank and file of the NMU to look back on the days of 1921. At that time ships were being laid up by the hundreds, and seamen were being beached by the thousands; and yet it was then that a strike was called by the top labor fakers of the now defunct ISU.

The situation is being repeated. Hundreds of ships are being laid

up or sold to foreign companies, and American operators do not actually own the ships, but are merely operators for the WSA. It therefore stands to reason that thousands of seamen will be beached.

We doubt very much that seamen want to revert back to the non-union days between 1921 and 1934. An ill-founded strike at this time would certainly do the trick.

We believe that Curran and Bridges have their orders from Moscow and disruption is first on the agenda. It may also prove to be a golden opportunity for the rank and file of the NMU to get rid of these commie fakers. If that is done, and the Union votes to strike, they will get the support of all legitimate labor unions.

As we mentioned before, we will back any strike that is called by the majority of the members for better conditions and

higher wages. The SIU and SUP will not support a political strike called by labor leaders who are slaves to a foreign, dictatorial form of government.

Skipper About Faces On Logs

Some hard-boiled skippers don't change their courses too rapidly, unfortunately. But Captain Johansen (the Smiling Swede) seems to have done some fast reforming between trips aboard the Frederick Dau. Either he reformed, or his latest crew of tripcarders and Maritime graduates were informed about the sort of guy they were sailing under.

Beacuse there were only a few men logged on the Dau's four-month trip to Italy. On the previous trip the Captain had chopped 63 logs against the crew. But Patrolmen Sheehan, Colls and Hart reported that there were other beefs to worry the green crew of the Dau when she paid off in New York.

MONEY-HATER

So green was one of the men aboard that he probably has forfeited \$50 by virtue of being unaware that the SIU could have collected it for him.

He had been stranded in Italy from an American Export Line ship. The WSA had paid his hotel bill for him until he was able to ship back to the States. First ship was the Dau.

At the payoff Calmar deducted

Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

Notify the Seafarers Log of all Clubs where you do not find the SIU paper.

With SIU In Canada

(Continued from Page 8)

ly expired. It is common knowledge that the seamen on these vessels have regretted their first choice, and will be only too glad to have the opportunity of selecting the SIU to get them an honest and fair working agreement.

The companies taking over these vessels have expressed their intention of recognizing the terms of the expired agreement until such time as the crews can decide which Union they desire to have represent them.

Park seamen have been pushed around plenty under the CSU agreement; by the company, the Manning Pool, and by the CSU itself. These seamen have frequently turned to the SIU for help, and that is why these seamen, given absolute freedom of choice, will select the SIU to represent them in the future.

Baltimore Shows The Way Again

By WM. RENTZ

BALTIMORE—There is smooth sailing in this port. Shipping is good—very good, in fact—and there are plenty of jobs available.

The men continue to respond generously to the call to aid the Brothers confined in the Marine Hospital.

The crews of five ships donated this week \$104 to the Baltimore Hospital fund, it was reported by John Taurin of the hospital committee.

Men of the SS Holton R. Cary contributed \$21.00 and the SS Edward K. Collins, \$20.00. The \$41.00 was presented to the following men hospitalized at the Marine hospital, each receiving \$3.15: Charles Szakacs, Ralph Chappell, William Rumbol, Newton Paine, Jr., Paul Combs, Moses Morris, E. J. Dellamano, Iver Iverson, James Kelly, Harry Kessler, William Ross, Arild Hansen and James Graham.

Crews of the SS Oriental, SS J. M. Mitchell, and the SS Pepperhill gave \$25.00, \$20.00, and \$18.00, respectively, with the following sick SIU members getting \$6.30 each for their personal expenses: Earl Jordan, Ralph Chappell, William Rumbol, James Graham, Newton Paine, Jr., Moses Morris, James Kelly, E. Dellamano, Iver Iverson, and Harry Kessler.

Buffalo Opens For Fair

By ALEX McLEAN

BUFFALO — The lake season, which got off to a sluggish start almost two weeks ago, perked up this week as several ships in the fleet which wintered here, made their first sailings of the year.

The George H. Ingalls, McCarthy Lines, made her first trip to Detroit for a load of automobiles, and her sister ship, the T. J. McCarthy, has just finished unloading the fifth load of automobiles. The J. S. Scobell was here this week with a load of gravel, and due to a good SIU crew in all departments, there were no beefs aboard.

A call has come in for a crew for the SS Canadiana, of the Crystal Beach Line. She will get a coat of paint and then be fitted out to live up to her local and pet name of "Ice Cream Boat."

The oiltanker Westcoat unloaded her first load of oil this week. We are still wondering whether it was the fumes from the oil, or the oil in lower Main Street that caused one good AB to be left in our fair city.

There were no beefs up to sailing time, but now I am waiting for the ships' delegates reports. We all know those six hour watches are a headache.

SEAFARERS' MINUTES

SHITES AND NEWS



WARD'S DEPARTMENT OF THE

STEMADAWASKA VICTORY ON DECK



Mystery Informer on Ship

A perplexing who-dun-it, the central character a nautical Jekyll and Hyde, whose identity still remains a mystery to the crew of the SS John LaFarge, was unfolded when the American Range Line vessel tied up after an extended 11-month



Mystery Informer on Ship

perplexing who-dun-it," the central character a nautical Jekyll and Hyde, whose identity still remains a mystery to the crew of the SS John LaFarge, was unfolded when the American Range Line vessel tied up after an extended 11-month

The climax of this dilemma is still forthcoming, as efforts of the crew to determine the Brother "K" who was plying between meetings and the Captain's quarters with reports of the go-on, failed to produce the cul-

The crewman, whose comings and goings aroused the suspicions of the men, was cleared when a committee, which was picked to look into the charges, accepted the reasons for going topside.

STORY UNFOLDS

As gleaned from the ship's minutes, this was the story:

At the final meeting of the crew it was revealed that everything that transpired at the March 19 meeting was reported to the Captain. Obviously, the leak was somewhere in the room.

Someone made specific charges, alleging that he had seen a certain Brother visiting the Captain's quarters the night of the meeting on March 19. The Brother, an old pre-war member and a Delegate, was asked to speak in his own defense.

If it was true, he answered, that he had gone up to see the Captain the night in question—only to borrow some money.

NOT ACCEPTABLE

The alibi, presented to the 12 full members, was rejected as unsatisfactory. But the Brother, lamely stuck to his story, claiming that the money was the motive for his topside trip.

It was then that Brother Grant stepped into the proceedings with an allegation that the Brother in question had not conscientiously discharged his duties as a Delegate. Referring back to the shipboard meeting at which the accused was instructed to correct the water rationing and light situation, Brother Grant recalled that he had been told by the Chief Engineer that the mattress had never been brought to attention.

INVESTIGATION SET

In compliance with Brother Grant's demand for action, a committee of five full members was appointed on April 6 to list and investigate the charges. The members were Edward P. Odom, Christy, Jr., Burney M. Fleming, Edward Janaszak and Robert Smith.

At the meeting on April 8, the committee announced that it was obvious that someone had been footing it to the Captain's quarters. The committee's stories of the Union and its



all of the boys of the Steward's Department of the ship. Lower, from left are Chief Steward Romalko, Steward's Delegate Romalko, and, lower, the boys consider the best Steward they ever sailed in quarters; Steward's Delegate Romalko, and, lower, the boys consider the best Steward they ever sailed in quarters.

No Like Chicory Chic

Aboard the Ira Nelson Morris there is a stir about the coffee. The boys evidently consider coffee one of the most important items in life, for there were three motions about it carried in the course of the March 26 shipboard meeting.

First off, they want a new type of coffee before the ship leaves on another trip. (Chicory-chick trouble, boys?) The minutes, submitted by Chairman Ernest Sojholm and Secretary Alphonso Logonais, also disclose that mattresses were laid before the meeting. The crew wants cotton ones to replace the straw ticks. No more sad sacks, in other words.



Hall Crew Opposes Credit Union Plan

The entire crew of the E. G. Hall has gone on record against the proposed formation by the SIU of a credit union, on the grounds that is the worst enemy of organized labor, according to the minutes of the March 19, submitted by Chairman James Allen and Secretary Jerry J. Palmer.

The Hall crew suggests—and here the line of reasoning becomes somewhat tenuous—that the formation of a credit union would "promote a possible play field for back door shipping."

The minutes go on: "Naturally we want some one who owes us money to be employed so we can collect what is coming to us. How about the member who is not in debt, then? Remember, removing temptation is half the cure."

"We are asking all those who believe as we do to thoroughly express themselves, and that the New York Hall further advertise the feelings of the men on the ships on all matters like the above by placing the parts of the minutes and resolutions stating our views in the Log."

WELL INFORMED

The Hall crew keeps well informed on all subjects before the Union, for the meeting carried a motion to go on record asking the editors of the Log to print a definite plan on the type of Union-operated training school: whether its purpose is to be to train men about the Union itself, or train men in seamanship, cooking, etc., to enlighten crews on

the subject so they, in turn, can take the proper action and inform our representatives of their decisions.

(Editor's Note: The training schools, as now proposed will be primarily craft schools for upgrading purposes, with Unionism as a necessary adjunct; the Log will print the full curriculums as they are decided upon.)

The crew went on record in favor of the following:

1. The four-watch system.
2. Union control of the slop chest.
3. Uniformity of contracts and the resolution made by the SIU ship to ask our representatives to make every effort to obtain for us overtime for Saturday afternoons at sea, and eight hours overtime for those who are required to work on legal holidays or Sundays at sea.

REPORT ACCEPTED

Report of Steward's Delegate Mike De Poloa was accepted. It is to the effect that since the Hooligan Navy was now aboard "protecting" the crew and eating it out of house and home that the night lunch for the crewmen on watch would be locked in the saloon and the keys entrusted to the Night Engineer and Mate.

The crew voted to draw up a resolution listing necessary repairs, with the suggestion to the next crew that if everything was not attended to they take job action before signing on.

A motion also passed to notify the nearest Hall of the actions of the Night Engineer and ask that he be barred from that position on all SIU ships in the future.

The Crew

Here they are, the Madawaska Vi you get them all Kienast, whom the under; Cook Peter Baker Vandal.

Digested Minutes Of SIU Ship Meetings

ALCOA PIONEER, March 24
 Chairman Waymar Merriman; Secretary C. L. Hamilton. Motions carried: To have the Patrolman see the proper authorities about the proper sailing time rather than when shore leave expires; to have no member sign on until the ship is fumigated; to have a loud-speaker installed in the crew's messroom. Repairs listed: To have toilets installed on the stern; to check the crew's bunks, mattresses and springs; to install a steam line in place of the salt water hydrant in the laundry.

~ ~ ~

Youthful Skipper, 24, Gives Crew A Laugh

Youth must be served. That's what the crew of the SS Rufus Choate found out.

Their skipper, a briny bucko of 24 years, kept the boys amused with his sea-going antics on their recent trip to Amsterdam, the minutes of a recent meeting report.

The precocious Captain tried his darndest to make it obvious to all hands that he was one of the Bligh boys. Reading a few salty yarns, the crew thinks, is what gave the lad his saline complex.

But since he made an otherwise uneventful trip humorous, nobody seemed to mind.

The meeting, last one of the voyage, was devoted to routine matters.

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MADAWASKA VICTORY, Mar. 16—Chairman Lechanby; Secretary Carter. Beef on 4-8 watch eating at 4:50 settled. Membership demanded cleanliness of messhall and laundry. Motion carried: Ten and 25 cent fines for throwing cigarettes on deck or leaving dirty cups. Money to be donated to the Log. Various repairs listed. Good and Welfare: Full cooperation from Steward's Dept. in getting up from the first call.

~ ~ ~

EDWARD W. SCRIPPS, Chairman C. A. Roberts; Secretary S. A. Heinfling. Delegates report five full book men and 20 trip-carders. Three men elected for Isthmian Committee to contact any Isthmian ship in every port. To send a letter to the Sailor's Union of the Pacific in regard to the SUP Memorial Monument. Good and Welfare: To remember the Seafarer's Log and the West Coast Sailor in regard to a crew donation. T-shirts to be worn during meal hours. All laundry buckets to be kept out of showers.

Isthmian Seamen!



REINHOLD RICHTER, April 7—Chairman C. Sperry; Secretary D. Mitchell. Motions carried: To have screens for all portholes and all doors and if not delivered, all hands willing to walk off at sailing time; assignment of heads was discussed and voted to leave this up to the Captain, and that any neglect of the heads in any manner, to be brought up before the regular meeting; sufficient tools be supplied for all departments before sailing time; cold dinners to be served on Wednesday and Sunday during hot weather; to have sufficient dungarees and other clothing in slop chest to cover this trip; to have any man fined after the first warning for leaving unwashed cups, other than at mealtimes; all departments are satisfied with the meals served.

~ ~ ~

ANTELOPE HILL, March 27 Chairman (Bosun). Beef was made about no shore leave in South America. Beef about poor launch service while anchored in stream in Baltimore to be taken up with the Patrolman. The transfer of spoiled food from one ship to another was protested and referred to the Union. Good and Welfare: To have the Steward order 50 cois; to have a new arrangement of night lunches and to assign each messman to definite tables to prevent confusion.

~ ~ ~

JOHN A. ROEBLING, March 15—Chairman Joseph Lecke; Secretary George Gordano. New Business: To elect a committee to see the American Consul to have clothing and cigarettes allotted to the ship in preparation of the long voyage to Shanghai; to have the Delegates see the Master for a draw for the crew and the three new members; and the Delegates were elected to act as the committee to see the Consul.

~ ~ ~

FRANK EMERSON, March 23—Chairman Thomas J. Wickham; Secretary W. H. Wallace. The 18½ hours disputed overtime for the Deck Gang agreed to be collectable because it is in the agreement; crew praise Captain and Officers for their splendid cooperation; bouquets to Captain Albert Gerlach for having Tom Wickham as Third Mate after 16 years' absence and to William (Hoggy) Anderson as Third Engineer after 18 years' absence. Repair list included another fan for the messroom and screens for all portholes.

FORT FREDERICA, March 17—Chairman Linn; Secretary Larsen. New business: The Steward clarified the discussion on the food beef by having the delegates see the Captain regarding fresh vegetables, milk, etc.; to have the company agent dispatch the crew's mail out to the ship; all disputed overtime to be made up by Delegates to be handed to the Patrolman and no one to pay off until all is settled for all concerned. Good and Welfare: Chairman gave a long discussion on the principles of the Union and the benefits gained by being a good Union man.

~ ~ ~

Here's A Smoking Hot Story, Boys

We got wind of a minor conflagration aboard the SS Francis M. Smith recently. When the smoke cleared it was revealed that the slop chest was taking a roasting.

The crew's fire was directed at the lack of smokes in the slop chest. Brother McMaine reported a decided shortage of cigarettes and said that he had "to raise hell to get the ones we had." The smokes available to the crew after leaving Santos were stale and dry, the minutes disclosed.

Members went on record as 100 per cent for an unlimited supply of cigarettes on shipboard, and that the next crew not sign on without a plentiful tobacco supply.

At the meeting, which Lloyd Gardner served as chairman, and Neal Smith as secretary, it was also suggested that the slop chest should be checked for stores in general inasmuch as it was short of many items on the last trip.

~ ~ ~

M.S. CROWN KNOT, March 10—Chairman Brown; Secretary T. Hasbrouck. New business: To instruct Patrolman to meet ship for the payoff; discussion over decision concerning AB's Hanley and Langford who missed ship in South American port. Good and Welfare: Fresh fruits served more often and regular cleaning of scuttlebutt, the ice to be handled by Steward's Dept.

~ ~ ~

RICHARD RUSH, Feb. 16—Chairman Carl Lawson (Bosun); Secretary John Billing. Motions carried: The Cooks put out more effort and produce better food; all departments to rotate in cleaning laundry and recreation hall; to have the radio speaker, commanded by an Assistant Engineer, returned for the crew's enjoyment; those men desiring time off should go to the officer of their department, rather than consulting the Captain, as has been the practice by some of the crew.

SEAFARER SAM SAYS:



CUT AND RUN

By HANK

It's good to be back again to see familiar faces shipping out or paying off. Say, there's Don Hall, brother of Paul Hall, who just came in to see how New York is Seafaring, especially in this big Isthmian drive... One of our old-timers, Jimmy Purcell, gave a bit of a helping hand in settling that rider business, we heard.

~ ~ ~

The Bull Line must be rather proud to have J. Donila always sailing on their scows as carpenter. Perhaps he loves those daily beans and cabbage? ... Dan Butts, ex-pie card at Puerto Rico, just blew in off the Cape Nome and is saying hullo to his pals: Blackie Rodriguez, Franky Bose, Ceasar Romano, Johnny Merciano and Doc Sussman. It sure looks good to see the old rank and file together again!

~ ~ ~

We're sorry to hear about Bosun Francisco Moniglio being in bad health in San Juan. Anyway, his shipmates wish him fast recovery and will be seeing him soon. They are Enrique Cortez, Mariano Gonzalez, Julio Pelo de Cana and Rafael Santiago... "Chips" Peter Guozdich, Bosun Herman Christensen and A. B. Lee Ables, just came in after a hard trip with the Charles Paddock.

~ ~ ~

John Bove, one of the best Bakers we have, just grabbed the Isthmian ship, George Bibb for another trip. Bon cooking and organizing to you, John... In March we wondered where one of our best and smartest old-timers, Joe Buckley, could be. Well, he's right here, looking the hall over, and will soon sail on some rustbucket... It's a funny thing indeed to hear Joe Arras bragging about those two pet mice he has in his Greenwich Village penthouse. We feel like a rat to reveal his humorous hobby.

~ ~ ~

With a halo of cigar smoke wrapped around him, Cook Oscar Grimm announce he would make one more trip because the ground

is too damp for a shore job! Ah, Oscar, so are your loaves of bread! ... If Bud Ray remembers that good old Delaires trip under Red Face Brote, he'll remember Abe Sprung who was P. O. Messman. He's sailing Wiper now and was in town recently... One of our most militant and hard working Stewards, Fidel Lukban told the Captain of the Coffeyville Victory during their trip that he (the Captain) should stay up on the bridge and blow his whistle while he'll stay down below and count his prunes!

~ ~ ~

We were sorry to hear about our doorman, "Red" Morris being afflicted with a little illness. Fast recovery. "Red," while Emilio De Petro has been doing a swell job in your place! ... We knew we would be seeing Joe Pilutis again and sure enough he's here—mustache and all. How was the trip, Joe? ... We were glad to say hullo to Bosun Ronnie Chalcraft and Kenny Marston who are all set to ship out again! ... Are you going to make that Swedish voyage, Kenny, since you missed that ship last time?

~ ~ ~

We're cooking with the half-baked opinion that one of our humorous shipmates, Harold Farrington, might never grow another beautiful beard again unless he gets a ship going China-way, as he hopes for! ... This recent chilly weather may have shaken us up so much that we couldn't see straight, but we think we saw Bosun Carl Lawson last week? ... Anyway, we'll bet anybody a glass of rationed beer that we'll be seeing Harvey Hill, Red Whitten and Jimmy Mulligan coming in for our New York summer.

~ ~ ~

It must have been a birthday for Tex Morton last week when he received a carton of smokes. But he didn't hold on to it long. A pack went to Bob Hicks, another to Bob MacCastle, and the rest here and there. Of course, Tex had the decency to keep the last pack for himself.



THE MEMBERSHIP SPEAKS



BROTHER RETURNS FROM USSR TRIP; FINDS ONLY CHAOS

Dear Editor:

Here we are arrived in Odessa, Russia, January 21, 1946. The promised land! Where the Americans are forbidden to walk or talk with the Russian femmes. Our first difficulty, money; according to the government here there are five rubles to the dollar, uptown there are 100 to the said dollar, quite a difference. The poor dollar, what a beating. Plenty of business so we did not draw any, still we had plenty, since the government runs the black market. They sell everything even the foodstuffs that the UNRRA sends over for relief.

The people work 12 hours a day and receive an average of 300 rubles a month. A loaf of bread costs one hundred rubles, enormous wages, huh! We are pumped for everything, information, clothing and cigarettes.

We have a 12 o'clock curfew and Lord help the man caught out beyond that. If you are caught with a Russian girl, you are immediately arrested, taken to the N.K.W., or Gestapo headquarters, as we call them. The man is then warned and the girl is placed in a labor gang where she is worked 12 hours a day without pay and receives a loaf of black bread and lodging. Nice people our Allies. You are not allowed to associate with the people in any way.

One of our men, an oiler, was arrested and confined by the Gestapo for 24 hours without notifying anyone. They attempted to work out on him but he was too many for a couple of them so they left them alone. Finally they resorted to the pastime of shooting at us through the doors and quite a few underwent that treatment.

The much vaunted Russian hospital and medical service are a farce because there just is not any. From observation the people live a life of fear, the entire country is operated on fear and bluff. There are an average of three Gestapo watching one man work. Inefficiency is rife all over the country.

From our standpoint the celebrated Five-Year Plans are a failure. There are valuable machinery laying about waiting to be put together and no one to do it. The celebrated trade schools do not seem to be teaching very much. The people are underfed and overworked and entire families live in one room without heat, no sanitation, and water is supplied one hour out of 24. Where is the mighty USSR that wants to rule the world with their new order?

This country is set for a revolution or a change in political belief. Practically every American ship entering this harbor is making this possible. We teach them plenty about our way of living, our freedoms of speech, press, and labor. We have a good man over here in command of the Naval Commission, an honest-to-God American, he goes after them in good old American style.

There have been two men killed by the Gestapo and one by accident in the past ten days.

Seafarers Comment On Victory

RIDER VICTORY GOOD UNIONISM, SAYS BROTHER

Dear Editor:

This is the first time I have taken advantage of the opportunity to express my opinion of our Union.

At this writing the rider beef has just been settled. Settled and how!

Settled in the Union's favor. Again this goes to show what solid unionism can do. Again this goes to show what wisely directed, militant action can do.

Single-handed though we were, this victory in our favor is another step forward—another feather in our Union cap!

Isthmian crews will take notice of the kind of Union they want to represent them. They will vote for a Union which can win their beefs and get them better conditions.

B. Rubias

BROTHER THINKS OPERATORS KNOW WE MEAN ACTION

Dear Editor:

I think we have won more than just a beef against the shipowners in our victory over them on the rider beef. We have shown them that even though we were out on a limb we mean action on whatever we start.

Here's hoping (and expecting) that we will beat them again and again and again.

E. Weingarten

NMU IS SCORED FOR ATTITUDE ON RIDER BEEF

Dear Editor:

I have been sailing in this Union for almost four years, and I am proud to say that we have a Union that sticks together. We are not a bunch of commies like the NMU who would have sailed the ships to break down our negotiations.

I was on one of the ships and I did not like the idea of getting off, but it was something for us

This is good old Commy land where nothing is free but the air and if you are not careful you won't have that long. You are searched on arrival and departure and I do mean searched. Every time you move some Gestapo monkey is asking you for a pass.

The nation that is ruled by fear and lust is erecting a political Frankenstein that will destroy it soon, and the sooner the better for their own welfare.

Sam Watson



all, so I left the ship.

If we keep up the good work in the future, we will always be in there pitching right over the plate.

Stanley L. Gibson

SEAFARER HAILS GREAT VICTORY ON RIDER BEEF

Dear Editor:

Well, it looks like the Seafarers International Union has won another great victory and without the help of any other Seaman's Union.

I certainly hope it teaches the NMU what unity really means.

This War Shipping Administration has been a thorn in the side of seamen. During the war it tried to cut all our overtime, at least as much as possible. I hope the victory on the rider beef will knock those WSA boys clean out of the picture.

The shipping companies and the WSA try to lord it over every working stiff, not only seamen; so you see, it is to everybody's advantage that we won. That is all I have to say.

John A. Kirkley

REAL UNITY SHOWN BY SEAFARERS IN FIRM BEEF STAND

Dear Editor:

The Seafarers, by unity, have won the foreign rider beef without the support of any other Union.

To escape government control all types of riders will be incorporated under Union contracts.

Moreover, the membership has had actual experience in knowing how to settle a "hot beef." By every man seeing the problem through to a successful conclusion it girds us mentally on what to expect for any future struggle.

The members who were inconvenienced by the job action have seen the justifiability of the argument and no complaints from the rank and file have come up that could have weakened our course or led us to deviate from it.

Tougher battles may be ahead and it is up to the rank and file of the Seafarers to constantly be alert for any attempted financial gouging by the ship operators, as in this case.

Bob Porter

BROTHERS ASKED TO LOOK OUT FOR FINKY SEAMAN

Dear Editor:

On the SS Abraham Baldwin we had a First Assistant named Anthony Krajac who worked for the WSA as an inspector all during the war. This man brags that he was a strikebreaker during 1936. He told us how they took ships out from under our noses and laughed at the pickets standing picket duty.

A few of the men in the Deck Department wanted to work him over, but he beat us to it by getting off this ship to sail on the SS John Armstrong.

I would like to warn the Brothers to be on the lookout for this guy, and if you run across him, notify the New York Hall as to his whereabouts. This is one of the scabs who got away during the 1936 strikes and now

LAZY STEWARD STARVES CREW ON JULIUS OLSEN

Dear Editor:

We, the crew members of the Julius Olsen, Bull SS Company, would like to give you the facts about the Steward on this boat and make sure that he never makes another voyage aboard this ship.

His main interest seems to be in the saloon. He only comes into the crew messroom when there is a Union meeting. The crew Messman, a first tripper, has never been shown how to serve.

At the start of the trip, the Steward tried to put out only one meat per meal. He was called

you can see the kind of men the WSA is putting aboard ships as officers.

James J. Devito, Gulf 185

Log-A-Rhythms

MERCHANT SAILOR

(Anonymous)

You have seen him in the street,
Rolling round on groggy feet;
You have seen him clutch the pavement for support.
You have seen him arm in arm
With a maid of doubtful charm,
Who was leading Johnny safely into port.

You have shuddered in disgust
As he grovelled in the dust.
You shuddered when you saw him on a spree.
But you haven't seen the rip
Of his lonely, dismal ship,
Plowing furrows through a mine-infested sea.

You have cheered our Naval lads,
In their stately iron-clads.
You have always cheered the boys in khaki, too.
You have trembled, in a funk
When you read: "Supply Ship Sunk."
But you never cared a damn about the crew.

He has brought your wounded home
Through a sub-infested zone;
He ferried all your troops across at night.
He belongs to no brigade;
He's neglected, underpaid,
But he's always in the thickest of the fight.

He has fought the lurking Hun
With his great big three-inch gun.
He has ruined Adolf Hitler's little plan.
He's a hero, he's a nut;
He's the whole damned limit, but,
He is just a merchant sailor and a man.

[Editor's Note: These verses were submitted to *The Log* anonymously. They merely bore the notation: Author Unknown, and (Lines found on a public wall in New Orleans). We think it's one of the best poems ever run in the *Log*, and that the author should step forward and take credit. Perhaps we're wrong, but we think we detect the fine Gallic hand of Frenchy Michelet. We should like confirmation or correction.]

down on this and informed that we should get two meat twice each day.

After leaving Italy, we ran out of coffee before we reached Gibraltar. At "The Rock" we got some more coffee, 100 pounds, but even this had to be rationed before completion of the voyage.

While we were in Casablanca, he was told that the Steward of a Waterman ship would give him food, but he refused to accept any "because of the paper work" involved.

This character will have to get off this boat before we all starve. It's either him or us.

The Crew

Two Pros And A Con Offered On Subject Of Drunk Seamen

A. A. SEAMEN CLUB THANKS LOG FOR RECENT ARTICLE

Dear Editor:

We wish to take this opportunity to express our sincere appreciation for your article on the alcoholic seaman.

We have been building our group for two years and you can believe us that it has not been done without a struggle. Yours was the first sign of real interest in the welfare and education of the seafaring man who does suffer from alcoholism. It has given us a great moral boost.

A recognized Union which does not hesitate to tell the world of a seaman's problem and at the same time let them know what the seamen themselves are doing about it, is indeed a credit to the world.

As you must know, our biggest problem is in the education of the public to accept the fact that alcoholism is a disease and not a moral issue nor a character weakness. Alcoholism is recognized as a public health problem and therefore becomes a public responsibility, and we have proven that the alcoholic is really worth while helping.

May we at this time extend to you and any other members of your organization who might care to take advantage of it, an invitation to visit our clubhouse at any time convenient.

A. A. Seamen's Club
Joseph I. Flynn, Secy.

NMU IS BAD OFF; NOW RECRUITING SEAMEN AT USS

Dear Editor:

I think things are getting pretty bad for the NMU when their Patrolmen have to come to the USS looking for recruits.

Twice the NMU Patrolmen have approached me, singing out the praises of their organization, telling me that the NMU fought for its men on every ordeal and raw deal.

One of them was telling me about the new trip card men and how numerous they were. To this I laughed in his face, as I have gotten it straight that they were taking any and every thing (which is nothing unusual for the NMU).

He was telling me all about the great future of the NMU. The damned fool believes (or says he believes) that the SIU will fold up after the Isthmian vote is taken. I laughed at him on this one, and did a bit of telling myself: about his phony picket line parading up and down in front of the WSA with their dogs.

I can't blame anyone for not sailing on an NMU ship, as they are the filthiest ships afloat. I say this from hearsay only, because I have not sailed on an NMU ship myself, and it will be pretty late in the day before I do.

Also, please send the Log to my home. My folks enjoy the paper about as much as myself and others. It is a truly well written paper.

Best wishes for a better Union, if it could be better.

Ray Morris



SEAMAN FEELS ALCOHOLICS CLUB IS OVERRATED

Dear Editor:

In reference to the article on "Alcoholics Anonymous," I believe that you are doing alcoholic seamen a disservice. I have been an alcoholic, so I know whereof I speak.

There are many lost weekends in my past. In fact, there are many lost weeks and lost months. But any mystical approach to the problem, such as the AA preaches, will not wean heavy drinkers away from the bottle.

Most people drink because of a deficiency in their characters, or because they are so disheartened with life that alcohol becomes the only release for them. For these people, only mental therapy can be of any use. And this must be under the guidance of an experienced, qualified, psycho-analyst.

A group of do-gooders can help while a man is in a port where there are other AAs, but what happens when a drinker finds himself in a port that has no AA branch. Then he starts to drink again, and with no one around to help him, he will drink continually.

Some people can cure themselves, and for them, AA is OK. Your article gave the impression that just about every drunk can be helped by this group, and I wanted to get you right. As I said before, I know.

Joe Grimes

RICHARD BASSETT CREW REFUTES 'UNFAIR' OPINION

Dear Editor:

This letter is being written by a committee appointed at a regular Union meeting held aboard the SS Richard Bassett.

The purpose of this letter is to dispel the erroneous opinion the membership might have gained that the Captain and Purser of this ship have been unfair in their treatment of us. That unfair opinion had its being through an article written by a (one) former member of this Crew (i.e.; Voyage No. 11) who wrote of the Captain's unfairness and the Purser's non-cooperation.

We, the undersigned members writing on behalf of the whole crew, have found this ship to be one of the best captained and officered ships we have ever sailed aboard. We want to repeat that the food was good and plentiful, also our general welfare was well taken care of. We received our draws regularly and we finally wound up without any beefs whatsoever.

SEAMAN'S FATHER THINKS ALCOHOLIC PIECE WAS TOPS

Dear Editor:

Please accept my congratulations on the style and content of your issue of April 12. I am a regular reader of your publication which arrives at my home weekly, addressed to my son who has been a full book member of your Union since 1940.

I particularly liked the article about Alcoholics Anonymous, which by coincidence or design appeared on the same page and location in which a column all too frequently appeared to express, what was in my opinion, a glorification of the "gas hounds and beachcombers."

Please don't get me wrong. I'm not a teetotaler nor a reformer, nor is my son. But as you well know, many ne'er-do-wells and phonies went to sea during the war years and the legitimate seaman was rated NFG by many well-meaning persons who, unfortunately, are unfamiliar with the sterling character of the majority of men who sail the ships under the SIU banner.

May I not suggest that in the best interests of all of your members that you give little space to those romantic but irresponsible characters who frequent the seamen's bars between standby jobs or handouts from working members of your organization.

I trust you will pardon me if I do not sign my name; I don't only because I do not wish to embarrass my son.

With all best wishes for the growth of the SIU.

BROTHER SECONDS MOTION ON USS POOR SERVICES

Dear Editor:

The Brother who wrote the letter about the United Seamen's Service took the words right out of my mouth. And I know that a lot of other merchant seamen feel the same way.

This "can-shaking" organization tells the world how much good it does, but actually, it doesn't do a damn thing. If a man wants a favor from them, he has to beg like a dog.

The USS got a lot of publicity about the clubs they maintained for seamen. Well, I slept in those places and they were cold and cheerless. We had to pay for this, just as we had to pay for every other service we obtained. I wonder if this bit of publicity was ever given to the newspapers.

We seamen don't want favors. However, if people are put in jobs to give a certain amount of service to seamen who are far from home, they ought to supply that service without a lot of complaining.

Harry Olsen

ARTHUR L. PERRY CREW MEMBERS LIKE OFFICERS

The crew of the Arthur L. Perry would like to give First Asst. Ray Miller and Chief Mate C. L. Ingram a rising vote of thanks for making a tough trip easier.

The Crew

Baltimore Hall Beef Rouses Some Letters

BALTIMORE HALL BEEF BRINGS A PEPPERY RETORT

Dear Editor:

This is in answer to John Gerard and C. R. W. Gaithers' Beef Box beef in the Seafarers Log, April 12, 1946, about the Baltimore doorman.

Confucius say: "There is wisdom in the mouths of babes." The two Brothers must still be in the embryo stage!

First, we have no full time doorman here in Baltimore. Second, we have plenty of old-time Baltimore men here who are able to take care of any situation that may arise. For the Brothers' information, we have a very capable Agent here and also we hold bi-weekly meetings where all local beefs are straightened out.

I have been sailing out of Baltimore for a longer time than six months; we are very jealous about the Port and its reputation, we won't let any new upstart hit us below the belt and try to get away with it! Suggest that if the Brothers don't like Baltimore, kindly stay out of here and ship out of somewhere else!

T. (Al) Stanley

HERE'S ANOTHER

Dear Editor:

I, Walter Haas, have been in this Union since it has been formed and have never had a doorman in this hall. The only hall that has a doorman that I know of, is the Port of New York. But in the Port of Baltimore we have enough militant men around



to see that nobody comes in the hall that doesn't belong in, and if one does happen to get by, the boys, he gets a very warm reception and doesn't come back again.

It seems to me that all these guys that are doing the hollering about no doorman, don't know much about the Union or they would know that all they had to do is to bring it up at a meeting to have the Agent hire a doorman, and it would be done. I know what I am talking about from my own case. When I came out of jail from the '36 strike, I myself couldn't get in the Hall until somebody could be found to recognize me.

Walter H. Haas

AND ANOTHER

Dear Editor:

I, William J. Brown, Book No. G94, being a charter member of the Seafarers International Union, know that there has never been an appointed doorman in either hall of the SIU, referring to the hall on Pratt Street and the present hall on Gay Street. The janitor in charge takes ample care of his work and carries out his duties as required.

William J. Brown

AND ANOTHER

Dear Editor:

I am speaking for myself (Leonard Layton) and a few more of the oldtimers who aren't here anymore. Since this Union has been formed, and I was with it from the beginning, there never has been a doorman in the Union Hall in the Port of Baltimore. We have always had a janitor who doubled as doorman and when he was busy, somebody always had their eye on the door to see that no bums or scabs came in. Regardless of whether he gets in, he cannot get a job without passing the sharp and knowing eye of our Dispatcher. So he has gained nothing but the knowledge of how a good Union runs.

Leonard B. Layton, 417

HERE'S THE BEEF AS RUN, AND THE LOG'S ANSWER

It seems to us that the International Union officials ought to get in touch with the Baltimore Hall and tell them to get on the ball.

We refer to the lack of a doorman.

There is no one there to check Union books or keep out the bums and undesirables. Anyone who chooses to do so, can walk in or out at any time.

This condition has been extant for at least six months that we know of.

It hardly seems like an efficient way to run a hall, and we think something should be done about it.

John Gerard, R. W. Gaither

Answer: Yes, Brothers, on the face of it this condition does not sound too good. But the Baltimore Hall, like all other halls except New York, has only a clean-up man who doubles in brass as doorman. He gets busy cleaning up the joint and often isn't around to check books. Just to make sure about this, we checked with Curly Rentz, and he told us that there really wasn't much danger of undesirable characters getting in, since there usually are a bunch of sharp-eyed old-timers around who'd latch onto any who tried to ease through that door on the first landing. As for the third floor, there is a ping pong table there, and anyone who made it that far might find himself being used for a ping pong ball.

AND THE EDITOR STICKS HIS BILL INTO THE MATTER

EDITOR'S NOTE: This is the way we like to see it happen, Brothers. A couple of the boys had what they considered a good beef, not being too familiar with the Baltimore situation. So they let us know about it, and we gave them the sort of answer that seemed right. Now, the Brothers out of the Baltimore Hall agree, so there's nothing more to it.

One thing, though: we'd like to bet that the Baltimore Hall is more aware of its sometimes-unguarded door now than it ever was before, and that it would be tougher for anyone to get in now than ever before.

Rider Win Ends Shipping Lull

By JOE ALGINA

NEW YORK—Since winning the rider beef, business and shipping have been very good. It looks as though shipping is finally getting back to normal, and a lot of the boys are waiting for trips down to the land of senoritas and rum.

It won't be long now before passenger ships resume their peacetime runs, and the next few weeks will bring a return of coastwise runs. We hope this will also put an end to bucko Skippers and Mates who want to log a man at the drop of a hat.

We have had a lot of these in the last week, but we have been successful in getting more than two-thirds of the logs knocked out.

HOSPITAL RECORDS

If you should be unfortunate enough to be sick or injured on the other side, and require outpatient treatment or hospitalization, be sure that you secure a record or clinical abstract and bring it back to the States with you.

We had a case aboard the Baldwin which paid off here last week.

A member of the crew was in the hospital for ten days while the ship was in Buenos Aires. The treatment did not seem to be effective, so he transferred to the out-patient department and went back to his ship.

However, he neglected to obtain a record of his out-patient visits, and when the ship returned to New York, the Captain tried to log him twelve days.

Now we have to communicate with the hospital in B. A. before the beef can be won, and in the meantime, the seaman has to wait for the pay which he has been logged.

Prices To Rise If OPA Goes

(Continued from Page 1)

included in the cost of living, including meats, milk, coal, shoes, and women's and children's garments made from wool and rayon.

It would further require OPA ceilings to cover the cost of producing, processing, and distributing each commodity, plus a "reasonable profit."

Other amendments would decrease subsidies by 25 percent every 45 days, and end, on July 1, all subsidies to producers of meats. The consumer will have to pay the difference in price and it will remove the only effective way the OPA has to control live animal prices.

LABOR OPPOSED

Labor and consumer and veterans' groups, supporters of price control, pinned their hopes on Senate action to restore the bill to its original form. They have issued urgent appeals to their members to express their views to Senators.

Labor leaders immediately indicated that the House measure was a farce.

Boris Shishkin, AFL representative on the OPA Labor Advisory Committee, said, "The whole labor movement will have to be mobilized to have this decision reversed. Reversal is necessary to save the peace from chaos."

According to all reports on the Isthmian drive, everything looks very good. Of course, we still have a lot of work to do, but we can do it—and are doing it—according to the report that crew members bring us on the ships that voted.



Every now and again some guy drags us bodily to the nearest bar and pours beer into our reluctant innards until we commence to look at the world with the jaundiced eye of the cynical old philosopher that we are at heart.

Fresh from one of these bouts with the cup that cheers some but invariably depresses us, we are sitting here among a gang of the boys waiting around for jobs in Orleans, and scribbling this what time we brood over what a screwy old world this has grown to be.

For here are you, reading stuff like this while the works of Dickens and Macaulay moulder away on dusty shelves all about you.

Reading Brother Michelet when the works of the masters may be had for the asking is a sad enough commentary on the deplorable state that things have sunk to generally, and we would ordinarily go on moralizing about it for paragraphs on end, but we have just remembered that we've got to take leave of you in this column because there's been a change of plans, Chum.

GOT TO GO

You see, we were scheduled to take a sixweek vacation while waiting for a Chief Steward's job on a Mississippi passenger ship, and so we promised ye editor to scribble six columns for him while waiting. But now it develops that somebody fouled up with the arithmetic because the scow won't be ready 'til early August.

If we were to wait around until then the card would be too damn old to make the job, so we're going to make a trip to the Islands in between.

The Islands . . . There's sheer magic in the term!

Scattered haphazardly over a thousand miles of sunny southern seas, like emeralds flung from the Creative hand, these sea-girded gardens are rich in romantic history.

Columbus stumbled upon them on his first voyage to the New World, and the ninety adventurous souls who comprised the crews of his three frail craft told such wondrous tales of their enchantments that the intrepid navigator returned for his second voyage with 1500 men in his train.

EVERYBODY'S MEAT

There were many high-born princes of the realm among those who answered the call of adventure on the second voyage. Little did these romantic-minded hidalgos realize that the tropical paradises that met their eager eyes on every hand were actually the summits of extinct volcanoes, or that their frail craft were serenely floating over an awesome canyon of 27000 feet—one of the most horrible chasms on the face of the globe.

Yessir, Brother, there's food for both the carefree soul and

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.



the brooding mind in these Islands, for you can either trip the light fantastic with the carefree children of nature who people

their fruitful surfaces, or you can wander with the poet to the brink of the drink and think—

"And when I feel, fair creature of an hour!
That I shall never look upon thee more,
Never have relish in the faery power
Of unreflecting love;—then on the shore
Of the wide world I stand alone, and think,
Till Love and Fame to nothingness do sink."

Browsing through the soothing lyrics of one of the gifted singers of Elizabeth's reign, we last night stumbled upon the word "make" used in the archaic sense for "Mate." He was wiser than he knew, this old bird, for seamen have learned long ago that "the make" is far preferable to "the mate." Oh, yes, Brother, the apples are sweeter when you swipe them from the other guy's orchard, no matter how red they hang on the bough in your own back yard.

FAVORABLE REACTIONS

The membership's reaction to the actions taken at the Agents Conference is, as far as we have been able to learn, one of undivided satisfaction. We are all of us pleased at the contemplated economies, the constitutional modifications, the proposed streamlining of the business end of the organization, along with the other beneficial proposals, and, to a man, we are all eagerly awaiting the implementation of what we consider the most important phase of all—the upgrading program.

If the Stewards Department School should be threatened with any undue delay because the premises of the first floor of the New York Hall is not available, we would like to suggest that it isn't absolutely necessary to locate it there at all. Anywhere else will do—what is important from a rank and file viewpoint is to locate it somewhere, and soon!

Make Isthmian SIU!

Bosuns Are Getting Bad Pay Deal

By J. M. WALSH

HOUSTON—Retired temporarily from the sea in order to assume the weighty position of Dispatcher in this port, I find time to resume my arguments in favor of my pet beef.

To my way of thinking, and to the way of thinking of lots of other Bosuns, I think that the Bosun is the most underpaid slave aboard our merchant rust-pots.

Today, as for the past fifteen or twenty years, a Bosun receives the vast sum of \$15 more than an Able Seaman in some cases, but in most cases only \$12.50 more than the Able Seamen.

Twenty years ago when an AB received \$62.50, a Bosun received \$75 (these are Shipping Board ships that I am talking of, not Luckenbackers at \$50 per). By inspection we can see that the difference of \$12.50 represented a percentage of approximately 20 percent over the Able Seaman's pay.

Granting that the wage earned, and I mean earned, by these ABs was a starvation wage, the proportion of difference between the Bosun's and AB's was fair, and represented what to my thinking was suitable pay for the headaches involved.

Now don't get me wrong, for I do not say it was suitable pay, only that it represented under that system of wages, suitable compensation, for the extra work involved.

Today, the average AB receives \$157.50; the Bosun receives as customary his \$12.50 per month more—topping the AB's by about 12 percent.

Now any sane man can see that there is something radically wrong in this set-up. If there had been a decrease of responsibility on the Bosun's shoulders, or if there had been other adjustments made to compensate for this, I wouldn't have a leg to stand on as the wage difference would then be "fair."

But the contrary is true. There has been an increase of responsibilities thrown on the Bosun's shoulders. He has green men, and new types of gear devised by wheelchair admirals, who do nothing but devise new tools and methods of driving an honest hard-working serang, like myself, nuts.

What I am driving at, as has always been my aim, is for some recognition for the responsibility placed on a Bosun.

He handles gear and stores valued at countless dollars, but is paid a pittance. Why can't we do something to remedy this particular arrangement? As it stands today, many experienced Bosuns prefer to ship as AB, feeling that their pay is not commensurate with their responsibilities. As ABs they get just a small fraction less in pay, but get a 1,000 percent more in peace of mind.



THE ARMY IS THE ARMY — IN CASE YOU DIDN'T KNOW — SO YOU HAVE TO WAIT

We think there should be something done about the crew having to stay aboard troop ships at the piers while troops are being unloaded. In repeated cases, the merchant crew, when there is no reason to keep them aboard, have had to stay on for as long as twelve hours.

We were on the Waycross Victory which docked at Pier 15, Staten Island, on April 9, 1946, and weren't allowed off the ship until every GI was off the ship—which took six hours, the Army way "slow and fouled up."

John H. Pritz
James Hocman
John Arthur

Answer: You tied up at an Army dock and were, therefore, under Army control. However, the "duration" will soon be over, and with it the Army control.

~ ~ ~ ~

THE LAW SAYS YOU CAN SIGN OFF; BUT THE LAW AIN'T THE LAW NOW

Please tell us whether or not a man is entitled to double wages if his term of employment on the ship's foreign articles exceeds the time called for in the original articles.

This question has been discussed lately and we would appreciate an answer to it.

Three SIU Members

Answer: The answer is, No. According to the law you are entitled to pay on demand, even if you are in a foreign port, with transportation back to the U.S. However, this provision was suspended during the war, when there were no facilities for transportation or available replacements. As yet, the provision has not been reinstated but the Union is working on it.

BULLETIN BOARD

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When in New York please bring your book to headquarters.

- Collins, Melvin 42972
- Troche, Gregoria 10689
- Weglarz, Theodore Thomas 23508
- Kulinowski, Bronislaw 49606
- Murray, Thomas M. 10723
- Perez, Inocencio 2768
- Garcia, J. 713
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- Blanchard, L. G-307
- Russell, James H. 587 (G-195*)
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- Bloom, William 454
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PERSONALS

W. DALY

Who holds Book No. 2131: See E. Dakin, Boston. He owes you \$2.00. Overpaid on dues receipt April 12, 1946.

WILLARD C. HOWELL

Get in touch with your mother, 4033 Burlingame, Detroit 4, Mich.

O. J. MORGAN

You have charges pending against you by the crew of the M/V Crown Knot. Get in touch with the New Orleans Branch.

JIMMY NOLAN

Please get in touch with Bob Roales, 223 E. 58th street, New York 22, New York.

NOTICE!

When in New York please come to headquarters with your Union book.

- Ridgeway, W. H. 45799
- Jones, Thomas B. "
- Gibson, R. L. 37493
- Crowther, Ellsworth, B. "
- Jones, W. 44621
- Burton, J. R. "
- Froats, R. 38620
- Viga, J. A. "
- Staida, Edgar Neil 48109
- Canavan, William F. "
- Rollins, B. R. 41732
- Miller, C. R. "
- Jones, Clyde H. 39784
- Amelinckne, C. "
- Owens, C. F. 39258
- Wilma, R. F. "
- Harvey, W. H. 36949
- Mangan, E. "
- Desposito, P. M. 44890
- Kegg, George A. "
- Knell, Charles 47505
- Maccomand, Hames "
- Heck, M. B. 10063
- DeForge, H. "
- Murray, Alfred 47804
- Arvins, W. R. "
- Dunn, Thomas F. 41276
- Stewart, James W. "
- Pollack, Roy A. 39361
- Cuttle, E. W. "
- Reed, Arthur 23308
- Urbina, Teodoro "
- Ross, William T. 35419
- Martinez, Jesus, M. "
- DeLo, C. A. 42368
- Diamond, Irwin M. "
- Kellen, Vernon F. 40628
- Nanz, Edmund "
- Frige, William 47613
- Santana, M. "
- Scott, Thomas C. 40828
- Marcin, George "
- Carroll, Raymond R. 42626
- Lych, S. "
- Londenberg, E. 46518
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- Maurer, Edwin C. R. 43295
- Cochrane, Ernest R. "

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- MOBILE 7 St. Michael St. 2-1754
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- GALVESTON 305 1/2 22nd St. 2-8448
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- CLEVELAND 1014 E. St. Clair St. Main 0147
- DETROIT 1038 Third St. Cadillac 6857
- DULUTH 531 W. Michigan St. Melrose 4110
- VICTORIA, B. C. 602 Boughton St.
- VANCOUVER 144 W. Hastings St.

Money Due

SS COASTAL ADVOCATE

Boudreaux and Mouton, Oilers, 1 day's pay; N. Moskowitz, 1 1/2 hrs. Collect at Smith & Johnson, 60 Beaver St.

SS FELIX GRUNDY

James L. Smith, Wiper, has five hours overtime coming. Collect at So. Atlantic SS office, N.Y.

SS THOMAS JEFFERSON

Collect for three extra meals at Waterman's New York office.

SS WALLACE M. TAYLOR

James Birmingham, \$1.37; F. B. Horton, \$4.32; Donald Doncette, \$1.37; E. C. Ray, \$1.04; B. Lancaster, \$33.05; D. Newell, \$2.76; F. Foriarty, \$.69; J. Tuczowski, \$5.51; P. Atkinson, \$4.13; A. Gluchacki, \$1.37; F. Bloom \$.69. Collect at Smith & Johnson office.

NOTICE!

WALLACE LOVEJOY

Your private papers were found aboard the SS Robert Ingersoll and are being held for you on the Fourth Floor of the New York Hall.

Vaccination certificates for the following are being held on the fourth floor of the New York Hall, and can be picked up there: George Oliver, David Crockett, Albert A. Williams, Julius Morton, Alien Palmer.



SS BONANZA

Errors were made in the entries appearing in the Seafarers Logs of April 5th and 12th concerning donations to the Log by the crew members of the SS Bonanza, and the mixup has since been cleared up to the satisfaction of ship's delegate Taylor.

SS RUFUS CHOATE

W. Foley, \$3.00; J. Fee, \$1.00; John Vertilla, \$1.00; C. A. Terry, \$3.00; J. E. Miller, \$4.00; F. Raaisa, \$3.00; E. J. McLean, \$4.00; N. G. Balko, \$3.00; U. Nieuwenhuyzen, \$3.00; J. R. Moore, \$2.00; S. Melinsky, \$2.00; J. Anderson, \$3.00; SS Rufus Choate, \$17.00. Total—\$49.00.

SS JOHN P. POE

P. Tole, \$2.00; Joseph J. Miller, \$15.00; J. N. Mapeius, \$2.00; R. N. Overson, \$1.00; Irwin Collins, \$2.00; Steve Dubil, \$2.00; P. Lopez, \$1.00; R. Warth, \$2.00; Mike Caruso, \$1.00; J. V. Conlan, \$1.00; Acisclo Perez, \$1.00; E. Bokowski, \$1.00; J. Zohil, \$2.00; H. Mielke, \$1.00; A. D. Pereira, \$1.00; A. Warden, \$1.00; W. A. Slover, \$1.00; C. Brewer, \$2.00; J. H. Earl, \$1.00; J. George, \$1.00; C. C. Fritz, \$1.00; E. Wkrek, \$3.00; C. Stewart, \$2.00; K. Hoppper, \$2.00. Total—\$49.00.

SS MARTIN JOHNSON

W. Jernigan, \$1.00; J. Lockler, \$1.00. Total—\$2.00.

SS CAPE WHITE OAK

J. Heitman, \$1.00; S. Zabecki, \$1.00. Total—\$2.00.

SS R. GRISWALD

G. J. SMITH, \$1.00; C. Kalinski, \$3.00; S. Woodell, \$1.00; F. F. Martin, \$1.00; J. Dixon, \$4.00. Total—\$11.00.

SS JOHN J. ABEL

J. C. DeCorte, \$4.00; D. Vorgias, \$4.00; D. Simms, \$2.00; Oliver Kivikoski, \$20.00. Total—\$30.00.

SS ALEX LILLINGTON

J. Richards, \$1.00. Total—\$1.00.

SS JOHN GIBBONS

J. D. Malazinsky, \$2.15. Total—\$2.15.

SS FREDERICK DAU

J. Faddie, \$1.00; R. Brandifine, G. L. Brown, \$4.00; L. W. Ange, \$2.00. Total—\$7.00.

SS COFFEYVILLE VICTORY

Harry Thompson, \$1.00; Paul Husly, \$1.00; N. Rodrigues, \$3.00; SS Coffeyville Victory, \$3.00. Total—\$8.00.

SS NICOLETTE

C. W. Hargis, \$1.00; R. L. Pare, \$1.00. Total—\$2.00.

SS GEORGE WASHINGTON

J. C. Eversley, \$2.00; G. Rodriguez, \$1.00. Total—\$3.00.

SS M. BRADY

V. F. Shusarczyk, \$2.00; J. Cisiecki, \$1.00; F. P. Corcoran, \$1.00; K. C. Bozarth, \$2.00; M. Sharpe, \$1.00; H. Mitzger, \$1.00; W. Dunn, \$2.00; E. T. Staley, \$2.00; E. L. Fix, Jr., \$2.00; H. J. Gaudreau, \$2.00; A. P. Todd, \$2.00; J. D. Waugh, \$2.00; O. Bland, \$2.00; C. Wadsworth, \$2.00. Total—\$24.00.

SS THOMAS SULLY

Dale Aunsbach, \$2.00; C. Coates, \$2.00; H. Fein, \$1.00; E. Saulino, \$1.00; Hans Nielsen, \$2.00; A. Scrivieri, \$1.00; Joseph Zito, \$2.00. Total—\$11.00.

SS HENRY DODGE

M. H. Robb, \$1.00; James E. Dudley, \$1.00; E. Brannan, \$1.00; E. Mantel, \$2.00; F. L. Chappel, \$1.00; E. E. Walker, \$2.00. Total—\$8.00.

SS RICHARD BASSETT

B. G. Stoppel, \$15.00; C. E. Passeno, \$2.00; SS Richard Bassett, \$24.00. Total—\$41.00.

SS H. DODGE

H. Taylor, \$20.00; D. R. Hightower, \$2.00; P. DePaz, \$1.00; R. N. Hain, \$1.00. Total—\$24.00.

SS FT. LANE

L. Harris, \$1.00; E. Slagle, \$1.00. Total—\$2.00.

SS J. MILLIAGE

M. Yerger, \$1.00; R. Sampson, \$6.00; J. James, \$1.00; J. Bollella, \$1.00; B. Forbes, \$1.00. Total—\$10.00.

SS WAYCROSS VICTORY

D. W. Campbell, \$2.00; W. A. Borwaiz, \$1.00. Total—\$3.00.

SS JOSE MARTE

Josephum Kitcas, \$1.00; J. Smith, \$2.00. Total—\$3.00.

SS JOHN LA FARGE

F. Boyne, \$2.00; E. E. Walker, \$2.00; L. Austman, \$2.00; W. Siyack, \$3.00; J. Jelks, \$3.00; Paul Moss, \$2.00; H. Dreher, \$3.00; E. Kearns, \$3.00; R. Brown, \$3.00; E. T. Janaszak, \$3.00; M. Scapinakis, \$3.00; M. Scapinakis, \$2.00; Dale R. Pearson, \$2.00; J. Kenigan, \$3.00; Frank Peach, \$5.00; W. F. Weil, \$2.00; B. B. Fleming, \$2.00; Ray Grant, \$3.00; Erwin Cox, \$25.00; R. James, \$3.00; E. Carrington, \$3.00; L. Armstrong, \$5.00; J. F. Saunders, \$25.00; Daniel Wagner, \$25.00. Total—\$134.00.

SS SPARTANSBURG VICTORY

A. Demata, \$4.00; G. Waas, \$3.00; L. L. Goudreau, \$3.00; M. Donohue, \$3.00; M. Bee, \$4.00. Total—\$17.00.

Grand Total—\$561.15.

NOTICE!

JAMES A. McCONATHY (Pro. 45687)

Your book is at Port Arthur Branch.

When holder of receipt No. A67326 make himself known to Patrolman Gonzales in the New York Hall as soon as possible, so that he can get credit for his dues?

ISTHMIAN SEAMEN!

You are Voting for...

The Seafarers

United States Of America
National Labor Relations Board
OFFICIAL SECRET BALLOT
FOR EMPLOYEES OF
ISTHMIAN STEAMSHIP COMPANY

This ballot is to determine the collective bargaining representative, if any, for the unit in which you are employed.
If you spoil this ballot, return it to the Board Agent for a new one.

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

National Maritime Union of America	Neither	Seafarers' International Union of North America A F of L
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



You are Voting for

ISTHMIAN, TOO
WILL BE SIU!

- THE BEST WAGE AND OVERTIME PROVISIONS
- THE BEST SHIPBOARD CONDITIONS
- THE BEST UNION REPRESENTATION
- THE BEST OVERALL CONTRACTS
- RANK-AND-FILE CONTROL
- 62,000 SIU MEMBERS' SOLIDARITY BEHIND YOU
- THE STRENGTH OF THE A.F.O.F.L.'S 7,000,000.

The Seafarers International Union of N.A. • A. F. of L.