

WAAM Looks Like Flim Flam

What appears to be another racket at the expense of the merchant seamen, blossomed out in New York last week. This latest collection of free loaders is entitled "Women's Auxiliary of the American Merchant Marine, Inc." and its avowed purpose is to collect old clothes for the seamen and to comfort their wives while they are at sea. The old charity racket, in other words.

This time, however, something new has been added—fancy uniforms. Last week the *New York Times* ran a picture of Mrs. Ada Mae Roll, founder and president of the WAAMs. She was decked out in the official WAAM's military uniform, and a face that would hardly bring cheer to a shipwrecked sailor. She had that fierce, predatory look of a professional do-gooder.

Of course, an organization can't be denounced merely because its founder wears a high pressure hat and a man-eating expression. There are sounder reasons for our suspicions concerning this set-up. To begin with, the seamen don't need charity, don't want charity, and will refuse it if offered to them. Anyone who starts such a move is likely to be figuring on lining their own pockets. Furthermore this outfit has all the earmarks of a phoney. It has never come near the union to discuss the problems of the seamen, it has not even contacted the United Seamen's Service. No

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War Prisoners Used By Shipowner To Upset Wages And Conditions

OWI White Washes WSA

That fink herders delight, the War Shipping Administration, is in the process of being perfumed and "sold" to the American people. The Office of War Information has taken on the task of portraying one of the most inefficient, bureaucratic and anti-labor arms of the government as a model of enlightenment and efficiency.

The OWI released this week 12 single typed pages of publicity entitled "Merchant Shipping of the United States in War Time." It purportedly contains the entire "magnificent record" of the WSA and the Maritime Commission in meeting the war crisis in merchant shipping.

Of the 12 pages of superlatives, it is significant that only one quarter of one page is devoted to the WSA's handling of labor relations. And yet it is this very point that provides the key to the whole record of bungling. It is the WSA bureaucrats' hatred of organized labor, it is their determination to impose a government fink hall on all coasts, that has led the bureau into the most devious maneuvers and the most unbusiness like and inefficient practices.

The WSA record of building and sailing ships could have been increased many fold had not the

(Continued on Page 3)

No Souvenirs Are Allowed Says Fuss Budget Wyckoff

War Shipping Administration
Washington, D. C.

September 6, 1943

Mr. John Hawk, Secretary-Treasurer
Seafarers International Union of North America
Room 213, 2 Stone Street
New York, N. Y.

Dear Mr. Hawk:

The Enforcement Division of the U. S. Bureau of Customs has called to my attention what appears to be an unintentional infraction of Articles 78 and 90 issued by the U. S. War Department regarding the possession of captured Axis equipment.

It appears that on many merchant vessels returning from theaters of war members of the crew have obtained by purchase or barter from inhabitants in those localities, arms, munitions, discarded helmets, etc., as souvenirs.

Under the Articles of War mentioned above, all discarded or captured Axis material is the property of the United State and unauthorized possession thereof is a violation of said Articles and such material will be confiscated by the Customs and other authorized United States law enforcement agencies wherever found.

I am forwarding this information to you in order that you may advise the members of your union of the facts herein, for their guidance.

Very truly yours,

HUBERT WYCKOFF,
Assistant Deputy Administrator
for Maritime Labor Relations

In Memoriam

BROTHER

Joseph R. Gillis
(Able Seaman)

Born August 8, 1900. Died in
Oran, North Africa,
July 17, 1943.

In Memoriam

BROTHER

Edward J. Perritt
(Fireman, Oiler, Watertender)

Born, October 14, 1902. Died
in an accident in New York
City on August 30, 1943.

WLB DOUBLE CROSSED MINERS—ICKES



Death came to these miners before a living wage. 19 members of the United Mine Workers are shown being carried out of the Sayreton, Alabama mine of the Republic Steel Company.

The union has charged that Republic Steel flagrantly ignored many safety laws in the operation of this mine—and is directly responsible for the explosion which snuffed out these lives.

In a weekly magazine of national circulation, Secretary of the Interior Harold L. Ickes this week gave the inside story of the long three-cornered contest between the United Mine Workers, coal operators and government agencies over wage increases for coal diggers.

"Crisis on Coal," Ickes' article was called, and in it he made behind-the-scenes disclosures.

The document largely sustains claims made by labor leaders—many of them bitter critics of John L. Lewis—that the controversy could have been adjusted, if the War Labor Board had not barred a settlement, except on its own terms.

Before the article went to press, it passed through the hands of the Office of War Information and the WLB. Both agencies demanded drastic changes to tone the piece down and soft-pedal criticism of the board, but Ickes declared the proposed revisions came too late to be included.

Ickes said flatly that, contrary to the WLB's stand, the Miners

(Continued on Page 4)

By A. B.
The trip is over, the boys all paid off and are hunting for another ship with good cooks and a square captain, so here goes for a try at the highlights of last trip.

The most important event of the trip, and the most dangerous as far as our union is concerned, was the skipper's use of war prisoners to break down our conditions. But to start at the beginning.

Sometime last April, one of the South Atlantic's palatial "Liberty Belles" came steaming into the port of New York in search of a crew. As usual, the dispatcher rounded up a full crew and the good ship crossed the bar headed for a point in North Africa.

Going over the weather was perfect; enemy opposition was light and so was the food. These maritime cooks are sure honeys. So far I have eaten Hungarian Goulash, Norwegian Goulash, Polish Goulash and at least five other varieties. Last trip though when the cook finished compounding a stew, and being stuck for a name, it came on the menu as VICTORY GOULASH. It was lousy, but did not result in any deaths. The biggest beef on the way over, was the food.

We finally made port, discharged our cargo and pointed our fair ship's bow for home. Then they slapped a few hundred war prisoners aboard and said "GO". When the Master saw them coming aboard a big smile lit up his face, as he thought "My troubles are over. Think of the work that I can get done this trip, without paying overtime, and what a record I will have with the company."

When we finally sailed through the nets on the home stretch the prisoners were turned-to, painting the ship down. Those monkeys were all over the ship with a pot of paint and a brush in nothing flat (just think of that overtime). Every night the Bos'un had to hunt the ship down to make sure that he had knocked them all off. They only used an average of ten a day and they were given the liberty of the ship without a guard.

The cooks sent out an SOS and shortly after, the cry was heard and a couple of them showed up in

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New Orleans Mailing Address

All mail for union brothers in New Orleans should be addressed in the following manner:

John Doe
General Delivery
Seamen's Postal Unit
Custom House Station
New Orleans 16, La.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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 110 Market Street, San Francisco, Calif.

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

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

Directory of Branches

BRANCH	ADDRESS	PHONE
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BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
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FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

PUBLICATION OFFICE:

ROOM 213, 2 STONE STREET
 New York City Bowling Green 9-8346



REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

Here is the continuation of the story of the fight led by Andrew Furuseth and the AFL for seamen's rights.

1922

It had been the general opinion that the idea of a ship subsidy would never again be broached in Congress. But the belief was based on the contention that there never would be such a Congress as is now in session. Further, never before have the same tactics been applied. Thirteen years ago when the last effort was made to foist such a scheme upon the country, a great majority of the newspapers were opposed to it. Those who favor a ship subsidy now have seen to it that no such condition shall interfere with the present bill. They had the biggest advertising agency in the U. S. placed at the head of the shipping board.

Through this agency the chairman of the shipping board has free entry into every newspaper in the country. It has proved a most remarkable combination and the ship subsidy bill is now for sale to the American public. Its glories are set forth in the most brilliant language. The chairman of the shipping board, who was selected to make the sale, is conducting a wide spread campaign to secure the legislation. No sooner had the bill been introduced than the seamen dis-

covered the menace to them in its provisions.

It would repeal that section of the seamen's act which guaranteed the right of seamen to leave a ship in a safe harbor. It also provides for a merchant marine reserve, which the seamen denounced as a strike breaking agency.

As a bait for the seamen to become members of this naval reserve, they are to be given a retainer of a month's wages. So many protests about these two clauses were made that the chairman promised to eliminate them. He contended, however, that if this were done the seamen should support the bill. This they have refused to do.

Two conferences were held between the representatives of the AFL and the chairman of the shipping board, during which the later submitted the same plan to secure the cooperation of labor in support of the bill. The chairman also used another argument to secure the support of labor. This was that as soon as the ship subsidy bill should have been passed, thousands of men now idle in the ship yards would be given employment. At the same time he said that the ships owned by the shipping board were "junk" and ought to be sunk in the sea. There are a number of other dangerous provisions in the bill which effect the taxpayers in the U. S. It is proposed to sell to private ship-

owners, ships that cost \$200 to \$250 per ton to build, for anything that can be obtained. These ships may be sold for \$20 per ton or less.

The purchasers can borrow from the shipping board two-thirds of the purchase price, and sufficient money to amortize them at 2% interest. All to be payable within fifteen years. During this period the purchasers can operate the vessels. They will depreciate as much as 75%. At the end of fifteen years the purchasers can tie them up at some dock and say to the shipping board, "You keep them for what we owe you."

This bill is being widely misrepresented as a measure intended for the necessary maintenance and upbuilding of the American merchant marine. The facts are that its enactment into law will bring about conditions under which all managers and operators of ships must regard politics as the prime factor in their business, and efficient management as a secondary consideration of comparatively little importance. The AFL hereby condemns the said ship subsidy bill as inimical to the public interest, and particularly destructive to the nation's hopes and aspirations for sea power.

1923

The greatest blow to the privileged few was the defeat of the ship subsidy bill. The arguments in favor of the ship subsidy bill were all such flagrant misrepresentations that the number of opponents continued to grow until the members of the Senate were convinced that they would mean political suicide if they voted for such a measure. An outstanding fact in regard to the opposition to the bill was that labor was the only organization that openly fought against its passage. It can be said without fear of contraction that had it not been for the AFL and its affiliated organizations this pernicious legislation would have been driven through Congress under the whip and spur of party regularity and the fear of loss of patronage.

The AFL wishes to call attention to the undisputed historical fact that sea power, the ability to successfully compete or fight at sea, depends upon the type, character and ability of the nation's seamen. Ships, guns, tools, etc., are all important, but the essential requirement for success is loyal and competent seamen. History teaches us that nations refusing to recognize this truth have slowly but inevitably lost power and control of the sea. America's policy for success upon the sea has been clearly defined in the seamen's act of 1915. Sympathetic enforcement of the law will bring greater results than the transfer of billions of dollars from the U. S. Treasury to the private accounts of the shipowners. Ship subsidies are like crutches — they lessen initiative and create a spirit of dependence. A man or an industry dependent upon crutches ultimately becomes a slave to the habit, i.e., the crutches.

Twelve Million Jobless Seen After This War Is Ended

WASHINGTON, D. C.—Under the best of circumstances, the post-war unemployment problem is certain to be "critical." If adequate steps to deal with it are not taken in advance, it may be "devastating."

So declares the post-war division of the Bureau of Labor Statistics, which warned that at least 12,000,000 persons may be unemployed six months after the war ends. At least 7,000,000 will be separated from payrolls immediately after the war ends, it said.

"The problem," the report added, "must be tackled now, lest the nation be led to the brink of another and even more terrible war."

A six-point program to cushion the shock was advocated. It calls for rapid reconversion of industry to peacetime production, a public works program, financial assistance to demobilized soldiers and war workers, and the voluntary withdrawal from labor markets of women, school-age youths and over-age employees.

Prediction was made that 1,500,000 workers will be turned adrift by the aircraft industry alone, and that the reduction in shipbuilding may be equally severe. The automobile industry, the report said, is expected to drop from a wartime peak of 800,000 to 200,000 and will never climb back higher than 600,000.

The bureau said welders, riveters, turret lathe operators, machinists, tool and die makers and other skilled workers will feel the impact most and will have to transfer to other kinds of work.

The outlook of the unskilled workers was pictured as being even more desperate and the board said they have a hard period of readjustment ahead.

"Rampant unemployment," the country was told, will cause all sorts of social tensions and fric-

tions that may produce social disorders of the gravest nature.

The bureau asserted that the nation leans on a slender reed when it places complete reliance on the unemployment insurance system to tide workers over the period of readjustment. It could not possibly stand the shock, the report insisted, and that contention was upheld by Ewan Clague, director of the bureau of employment of the Social Security Board, in a radio broadcast.

"Our present system," Clague said, "just won't be able to pay all the benefits to which persons are entitled if there is as much unemployment at the end of the war as is expected."

He pointed out that the reserves are in 49 separate state funds, while unemployment will be largely concentrated in a few centers. He also recalled that millions of workers have no claim whatever on these funds, because they are not covered by the Social Security system.

Other weak links cited by Clague are that payments are too small and for too limited periods. A married man with a family, he emphasized, receives no more than a single man.

Honor Roll

S.S. WALTER RANGER	\$18.00
C. KRANNICH	6.00
O. BELL	5.00
S. S. TEXMAR	4.00
S. S. ALCOA SCOUT	4.00
S. S. F. A. WALKER	3.00
D. CAHOON	2.00
T. CARR	1.50
J. W. STEPHENS	1.00
J. LAROCQUE	1.00
J. ROGERS	1.00
JAMES K. KANE	1.00
TOTAL	\$47.50

THE NIGHTMARE CREW

A long trip it was from India's strand
 A payoff, some wine, and the sun
 With hot blasts from some NMU Pilots
 Which by the "head" were hung!
 Till I dozed in my utter weariness
 Sleepy with fever and booze,
 Overpowered by fumes from the Pilot
 I slumbered in fitful snooze.

Till wild dreams flooded my anxious mind
 And I fancied myself on a ship,
 Shanghaied through Currans "Job Trust" Hall
 With an NMU Shipping slip!
 Ye Gods! when I crossed the gangway
 What strange sight met my gaze,
 The phoniest crew that ship ever knew
 Stood there in my sight arrayed.

For the Bosun's mate was Curran
 Still yelling—"A Second Front!"
 McKenzie was there as an oiler
 With Stein the messpunk runt!
 Myers was the Able Seaman
 With "Finky" Smith as the Cook,
 Dare men go to sea with such a menage?
 'Twas one for the Heroes' Book.

Their seagoing gear was a Browder speech
 And a splurge from shyster Bill;
 They had Maritime Laws with indexed flaws
 On these I gazed my fill!
 The picture of Curran hung over the bunks,
 Another, in messrooms view,
 While a greasy deck of phony marked cards
 Were there for the gamblers too.

I wakened in fright and swore by the Gods
 No more would I swiggle the wine,
 'Twas but a dream, but if it were true
 My life wasn't worth a thin dime!
 For I think too much of this battered frame
 To face the sea with such crew—
 The Communist cash register "seamen"
 Who's checkoff the NMU.

—Top-An-Lift.

Around The Ports

NEW YORK

On my desk at present are three requests from ship's crews to have the Steward removed. The Pickens of the South Atlantic Line has an NMU man who got aboard without clearing thru our Hall. This man will be taken off. The Steward of the Dunbar is strictly N.G. He will be taken off. The crew of the Alcoa Pointer is in the meeting tonight and we will hear about him later in the meeting. Just about every other ship that comes into this port has a large number of beefs against the Steward and they usually want him suspended for 99 years.

Food is controlled. The steward cannot order what he wants like he did in peace time. Ships are stored upon the basis of so many ounces of each item of food per man and the steward is required to see that every one has enough to eat and that the food lasts for the entire voyage.

If he is a good guy and gives the crew everything they ask for, he runs short of several items before the trip is over and the crew says that he doesn't know his

business and that he had no right to take a steward's job. If he tries to spread the food out evenly for the whole trip, he is called a belly-robber. In either case, an angry crew demands that action be taken against him.

Given a Liberty ship which was built to carry a crew of about 40 men, he finds himself with a green galley crew and first trip messmen and is expected to take care of 300 prisoners, 118 armed guard, 26 gun crew, an indefinite number of passengers and the regular crew of about 40 men. By the time the trip is over, he is a perfect subject for a psychopathic ward, and the crew wants to fire him out of his union. O.K. boys. Go ahead and give them all 99 years but don't forget that everytime you do, you are getting rid of an experienced man and a union brother and replacing him with either an NMU or a RMO man and see how you like them. Think it over, fellows, before you raise Hell with your next steward and remember that one-third of our membership are steward's Department men.

JOE VOLPIAN, Patrolman

OWI White Washes WSA

(Continued from Page 1)

yard stick (does-it-help-smash-labor) been applied at every turn. It is no wonder that the OWI only devotes one quarter of a page to the question of labor relations. They would be hard pressed to write more than that without openly falsifying the record. As it was they came close to doing exactly that.

"The War Shipping Administration has issued Statements of Policy with all maritime labor organizations," says the publicity release. "These in effect retain the union hiring halls and the procedures of collective bargaining."

The implication here is that the WSA voluntarily accepted the "Statement of Policy" and has since observed it in all good faith. The seamen know that this is a lie—whether or not the OWI is aware of it. The "Statement of Policy" was wrung from the WSA by determined unions. Since having grudgingly signed this Statement, the WSA has attempted to circumvent it or, when they felt strong enough, to openly sabotage it.

All the OWI propaganda machinery can not alter these facts.

In an explanatory letter accompanying the publicity released, the OWI remarks that the "report" is designed to meet the needs of "editors, writers, commentators, broadcasters, program planners, photographers, and others concerned with presenting the news." We have no doubt but that 90% of the editors, commentators, etc., will present the "news" just as received from the OWI. The only place in which the real facts have an opportunity to be heard now days is in the only free press left in the country—the labor press.

WAAM Looks Like Flim Flam

(Continued from Page 1)

sponsors of the movement have been made public, nor have the requirements for memberships. No specific program is enunciated. All we know is that offices have been opened at 152 West 42nd Street, and that radio time has been contracted for. No doubt the next WAAM move will be to lower the boom on the suckers.

All union men should warn their wives and girl friends (and any "live ones") to keep a weather eye out for this WAAM flim flam.

From The Labor Press -

PROFITEERS AND THE COST OF LIVING

Organized labor has repeatedly charged that profiteers are almost solely responsible for high living costs, and has insisted that, if it wished to do so, the administration could redeem its pledge to roll back prices simply by squeezing out extortionate profits.

These claims have been supported up to the hilt by the Office of Price Administration, but, for reasons that are left to the imagination, the sensational facts have not been disclosed to the public.

Expert of the O.P.A. have determined that wholesale food dealers increased their profits between 1939 and 1942 as high as 500 per cent. This startling information is contained in Volume 6 of the O.P.A. series of "War Profits Studies," which are not public documents, but are intended only for use of the agency's officials.

The facts and figures in this study are not only a blistering indictment of war profiteers, but are equally an indictment of officials who have permitted them to get "away with murder."

Here, boiled down for quick reading, is what the O.P.A. has discovered but has kept secret:

Three out of every 10 food wholesalers reported profits for 1942 more than 300 per cent higher than in 1939, and for half of these concerns profits rose 500 per cent or more.

Seven out of every 10 food middlemen more than doubled their profits, and four of these seven had at least a 200 per cent rise.

Even more startling is the O.P.A. disclosure that in many instances higher profits were harvested on a declining volume of business. In almost every case, profits increased much more rapidly than sales, making it as plain as a pikestaff that wholesalers took advantage of the emergency and the complaisance of O.P.A. to jack up prices.

"Wholesale food grocers," the confidential report says, "realized twice as much on every dollar of sales in 1942 as in 1939. Sales were up 43 per cent, but profits rose over 200 per cent. The larger companies showed the greater increases in sales, but the smaller concerns reported the greater increase in profits."

That paragraph tells the real story of what has happened to wages and the cost of living. With food taking about half of the worker's weekly wages, these figures lay the most serious indictment of war profiteering at the door of food middlemen, who beat down the farmers at one end and rob consumers at the other.

Declaring that in the past four years the wholesale grocery business has been transformed from a "marginal to a profitable industry," the report declares that wholesale grocers are earning an average of 25 to 50 per cent on invested capital.

Today all wholesalers are rid-

ing the "gravy train," which contrasts with their position in 1932, when about 20 per cent actually lost money.

From the outset, it may be noted, wholesalers have been the petted darlings of the O.P.A. Under the boisterous and blundering Leon Henderson, they were permitted to write their own ticket, mainly because their own representatives had been entrenched in key positions in the agency.

When Henderson established price ceilings, back in 1942, the prices of wholesalers were 20 per cent out of line with those of retailers. This meant, of course, that it was the retailer who was to be squeezed when he had to replenish his stocks.

Instead of rolling back wholesale prices, the O.P.A. permitted retailers to hoist their ceilings, and that is the explanation of an increase of almost 50 per cent in the prices of food paid by consumers.

The O.P.A.'s confidential report shows conclusively that had the O.P.A. forced wholesalers to make a 20 per cent price reduction, their profits would still have been larger than anybody should be permitted to take in war or peace time.

Another point that may be worth mentioning is that, while the O.P.A. remained silent about the extortion of food wholesalers, it passed out to the press garbled figures purporting to show that workers were the real profiteers.

—LABOR

Out of the Focs'l

by

J. L.

We visited the Food Trade Vocational School at 208 W. 13th St., due to the insistence of Tom Schiavone and Shakey Moore, who were sore that more SIU men didn't take advantage of the opportunity.

We met Mr. Citriano who is in charge of the school. He informed us that the school was the property of New York, and was subsidized by the USMC for the purpose of having better cooks and bakers about American ships. All seamen who have made one trip to sea are eligible to enter the school and take the four week course cooking, butchering, baking and steward work. The government pays the trainees \$6 per diem. The facilities in the school are first rate and the men teachers there know their business. If the trainee is anxious to learn he can be taught the most modern and easiest methods in handling his first or second cooks' job. Even some of the old timers would be surprised if they entered the school, and would find out that there was something more they could learn.

Some of the Brothers may have heard that it was an NMU project. Nothing of the sort. The NMU offered the USMC a room in their building, and with their usual ballyhoo made it look as the project belonged to them. At first the boys had to go to the NMU to collect their pay, but the complaint of Brother Gomez quickly changed that, and they are now being paid off at the school. The school has a great many of the NMU sweater girls there, but that shouldn't stop an SIU man from taking the course, if he really wants to learn. The school is not interested in your union affiliations, all it wants to do is make you a better cook and baker.

This school is not being run by the RMO, and you're not a Sheepshead Bay stiff by attending it. There are no uniforms to wear while there except a white apron. When you've finished the course you are not obliged to sail for the WSA, Army Transport Service or any other fink outfit. If you are interested in attending the school, you can get further information at 39 Broadway, Room No. 300. See Lieut. Welsh.

KEEP CLEAR WITH YOUR DRAFT BOARD

By observing the following simple instructions you will continue to receive deferment from military service. Fail to observe these rules and you may wind up in the army.

WHEN SIGNING ON: Give the clerk or skipper all the information necessary to fill out RMO Card No. 47 (Green Card).

WHEN SIGNING OFF: See that Card No. 48-A is properly filled out by skipper or clerk.

Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.



Ernest Linne Palmer
Sam L. Barcliff
Marshal J. Gieleek
S. Josephson

Keep In Touch With Your Local Draft Board.

ATLANTIC AND GULF SHIPPING FOR WEEK OF AUG. 23 TO 28 INCLUSIVE

	DECK ENGINE STEWARD TOTAL			
SHIPPED	336	291	255	882
REGISTERED	233	208	139	580

War Prisoners Used By Shipowner

(Continued from Page 1)

the galley and were busy preparing a mess of the Italian national dish for the crew. They came to stay, and stay they did for the whole trip. They did not confine themselves to their own food, but were doing a lot for the cooks in preparing the crews' stew pot.

A barber shop was duly opened with great pomp and ceremony just outside of the chill boxes and convenient enough to the meat chopping block that it was nearly always covered with hair. But what's a little hair in the grub, after all meat is rationed. (Price—two packs of Luckies; Proprietor — one prisoner of war).

The Engineers were not to be outdone in building up their reputation. Their cry for help was answered and several prisoners were detailed to the engine room. One of the wipers was promoted to Engine Room Bos'un (Same Pay) and put in full charge. Needless to say, no military guard was put in the Engine Room while these men were working. However, the wiper was instructed to keep a sharp watch on their behavior in case they reverted to Fascism, and to take appropriate action if a move was made to take over the ship. (The brave wiper).

I wonder if the soldiers who captured these prisoners did so with the idea of undermining American labor standards?

I wonder if when a Company guarantees us safe working conditions, they are sincere?

I wonder if American seamen

are willing to place their lives in jeopardy, in addition to torpedoes, bombs and mines?

Boys, if the next ship you join they say it is for a one-way passage, it is nothing serious, it just means that you will take the ship to North Africa and walk home to collect transportation—if you arrive within ten days of the payoff at the original port of engagement. The prisoners will work their way back.

All these beefs were taken up with the Naval Intelligence in Norfolk. So far, we have heard of no action being taken though.

Thing it over well, boys. It is your Union and these are your conditions that are being sold down the river.

Personals

Members of the crew of S. S. Matt W. Ranson should contact Richard M. Cantor, 51 Chambers St., New York City.

JOHN WAZALIS

Your book is at headquarters office. Your clothes are at the New York Customs, Pier 61.

JOHN E. DaROCHA

Get in touch with your draft board in Savannah.

JOHN SOLOMON WIGFIELD

Your union book and Coast Guard Pass are at headquarters office in New York.

Keep In Touch With Your Local Draft Board.

SIU And Tanker Members On West Coast

Central Registering and Dispatching Office Open in SUP Headquarters at San Francisco

For SIU Members and T. C.'s in Deck, Engine and Steward Departments

Increased shipping on West Coast by SIU members has made it necessary to open a separate and complete business office to be devoted solely to registering and caring for the needs of SIU members in all departments.

All SIU members in San Francisco are required to immediately register in SIU office at 59 Clay St. SIU members in SUP Branches on the West Coast are to register in the respective SUP Office and receive an SIU shipping card. SIU shipping cards will have preference on SIU ships and will be recognized by all SUP Dispatchers. SIU Deck members will have second preference when SUP members are available.

For Further Information:

Call your union offices and tanker organizers at the addresses listed below. You will always find somebody at these numbers excepting at night.

SEATTLE, WASH.—86 Seneca St.—Phone Elliott 6752.—E. Coester or Johnson.

PORTLAND, OREGON—111 West Burnside St.—Phone Beacon 4336—John Massey or C. Atkins.

RICHMOND, CALIFORNIA—257 Fifth St.—Phone Richmond 4021—Louie Glebe or Banks.

VANCOUVER, B. C.—340 B. Cambie St.—Phone Pacific 7824—Hugh Murphy.

WILMINGTON, California—440 Avalon Blvd.—Phone 4449.

NEW YORK CITY—105 Broad St.—Phone Bowling Green 9-9530—Morris Weisberger.

SAN FRANCISCO—59 Clay St.—Phone Exbrook 8229—Phil Conley.

13 Labor Leaders Honored At Liberty Ship Launching

WASHINGTON — The Maritime Commission has announced that 13 Liberty ships scheduled for launching in the near future will be named for former labor leaders. Labor Day ceremonies in various shipyards featured launchings and the laying of keels of some of the vessels.

The roster includes such notables as Heywood Broun, member of the CIO and first head of the American Newspaper Guild; Joshua A. Leach, founder and first president of the Brotherhood of Locomotive Firemen and Enginemen; Robert Fechner, who served for years as a representative of the American Federation of Labor and was first director of the Civilian Conservation Corps; and William B. Wilson, Secretary of Labor in President Woodrow Wilson's cabinet.

Other names of distinction on the list are: Jerome K. Jones, AFL leader in Atlanta, Georgia; Patrick Henry Morrissey, one time grand master of the Brotherhood of Railroad Trainmen;

Edgar E. Clark, who served as president of the Order of Railway Conductors of America and was later appointed to the Interstate Commerce Commission by President Theodore Roosevelt.

Further illustrious names in labor history to be assigned are: John I. Nolan, international vice-president of Iron Moulder's Union and former Congressman from California; Ben T. Osborne, executive secretary of Oregon Federation of Labor; Michael Casey, president of International Teamsters, Chauffeurs and Warehousemen; Albert J. Berres, of the Metal Trades of AFL; George Uhler, president of Marine Engineers Beneficial Association, CIO; Arthur M. Huddell, president of International Union of Operating Engineers.

Labor leaders for whom Liberty ships were named in ceremonies held Labor Day, 1942, were: Samuel Gompers, Andrew Furuseth, Peter J. McGuire, James Duncan, John Mitchell and John W. Brown.

Ickes Reveals War Labor Board Double Cross of U.M.W.

(Continued from Page 1) deserved wage increases and, in fact, they would have been justified in abrogating their two-year contract after Pearl Harbor and demanding pay boosts then and there.

They would have been granted, too, he said, because then there were no wage freezing regulations. But the union conscientiously stuck to the terms of the contract and did not press for wage rate amendments until expiration of the pact.

OPERATORS

"SHADOWED-BOXED"

During the long negotiations that started in March, the operators "only" "shadow-boxed" as far as bargaining is concerned, Ickes asserted.

"Certain gentlemen were firm in the intention there would be no settlement with the Miners," he said. "They said 'no' to all suggestions, finally throwing the dispute into the lap of the War Labor Board, toward which an influential group had been working from the outset."

At a critical stage in the controversy, just before midnight, May 31, Ickes said he called in Lewis and Charles O'Neill, spokesmen for the Northern operators, and proposed a temporary contract.

This would have provided approximately a dollar-a-day increase to the workers, as part payment on the union's claim for "portal-to-portal" pay, covering travel time spent underground. The full amount would, meanwhile, be determined by an impartial commission.

DISPUTE NEAR SETTLEMENT

Both sides indicated the compromise would be acceptable, Ickes declared, adding: "I believed the dispute might be settled within 24 hours."

However, the WLB threw a "monkey wrench." It ordered the Miners and operators to stop negotiations.

AFL Denounces Labor Conscription Moves By Brass Hats

"Brass hats" in Buffalo were accused this week by Frank Fenton, A. F. of L. organization director, of putting over a scheme of labor control that is an entering wedge for a plan to conscript workers for private bosses.

The plan was authorized, he said, by Mrs. Anna Rosenberg, New York state director of the War Manpower Commission, in violation of policies laid down by the labor-management policy committee of the national commission.

Mrs. Rosenberg is known to be close to the White House and has the President's ear, but has been the center of frequent heated controversies.

She has held jobs with various Federal agencies, and one of the bitterest outbursts against her occurred when it was found she held a lucrative position with Macy's in New York while drawing government salaries. As a result of the attacks, she gave up the private job.

Fenton, who is a member of the national committee, instructed A. F. of L. unions in Buffalo to disregard the scheme and declared he would demand that the commission order Mrs. Rosenberg to abandon or alter it.

TIED TO JOBS

Under the Buffalo program, which is the most sweeping in the country, a curb is placed on the free movement of all male workers in the area. No such worker can take a job, nor can a boss employ him, unless approved by a committee of army and navy agents.

"These military men have been telling workers they have to quit jobs they hold and take new ones in specified plants, regardless of the wages paid," Fenton said.

In other communities, labor-management committees must be consulted before any manpower

New Sub Menace Hinted By Knox

WASHINGTON, Sept. 7 — The airplane won this summer's Allied battle against submarines, and as a result German U-boats apparently are being equipped with more anti-aircraft weapons preliminary to a new challenge for control of the Atlantic seelanes.

This appraisal of the enemy's intentions was given today by Secretary of the Navy Knox and was supplemented by figures released by the naval high command.

The great part played by the airplane in the anti-submarine campaign's success was disclosed in the naval report summarizing operations during May, June and July. During this period the Allies sank 90 U-boats and pretty well scotched, at least for the time being, the threats to their trans-Atlantic supply routes.

The Navy said American forces alone sank at least 29 enemy submarines in those three months. Of these, 26 were destroyed by aircraft alone and airplanes had a part in the destruction of one of the three bagged by naval surface forces.

Knox told a press conference that there is reason to believe that the Germans are calling in their U-boats to put anti-aircraft guns on them and he was emphatic that the battle of the Atlantic has not been ended.

"It's as sure as sunrise that they will be back in there again," he said. "There is no reason to believe that we have disposed of the submarine menace."

Knox replied affirmatively when asked if small aircraft carriers have not largely met the need for air protection in Middle Atlantic areas beyond the effective patrol range of land-based aircraft.

Bakke Made Co-chairman Of War Shipping Panel

The National War Labor Board has announced the appointment of E. Wight Bakke, professor of economics at Yale University, as co-chairman of the WLB War Shipping Panel.

Professor Bakke has acted as public member of many WLB panels, and has also served as a board referee in several cases during the past year.

In Memoriam

BROTHER
William Cantrell
(O. S.)

Born Sept. 25, 1911. Died in
Oran, North Africa,
July 17, 1943.

regulations are put into effect, but in Buffalo labor's opposition was overridden, he declared. Local labor chiefs have branded the present setup a "labor servitude plan."

THE ENTERING WEDGE

"If compulsion is clamped down on labor in Buffalo, attempts will be made to extend it elsewhere," Fenton said. "So far, at least, we have no 'draft labor' law in this country, and we won't tolerate efforts to put into effect the essence of such a law by round-about methods."