

Here Are Two Case Histories For *GREEN DEMANDS PRICE ROLL BACK AT ONCE — OR ELSE!* Mister Wyckoff

DETROIT, July 19—Charging that the Government had failed to hold the line against inflation and that labor and consumers were being discriminated against by Congress, William Green, president of the American Federation of Labor, declared in an address here today that "unless prices of food are brought down to a reasonable level" organized labor will have "no other recourse but to demand wage increases."

He spoke before 700 delegates to the national convention of the Brotherhood of Maintenance of Way Employees and his speech was applauded.

Delivering what was in effect

an ultimatum to Government agencies having to do with wage and price controls, he asserted that "drastic action must be taken at once."

"Our domestic war economy," he said, "has not been geared to the need of protecting the workers against the hazards of inflation and its concomitant evils. This situation is becoming more and more serious each day. Profiteers and speculators are sapping the strength of the nation's army of workers."

He declared that AFL surveys showed that food prices had increased from 50 to 200 per cent since the beginning of the war

and demanded "intelligent and orderly action to assure workers and their families of a decent place to live in and enough nourishing food to eat within the reach of their income."

The Office of Price Administration and the War Food Administration, he asserted, had "fallen down on the job" and in Congress "the voices of special interests were dominant," to the detriment of the consumers.

He warned Congress that "the workers of America will not stand for being starved out of existence by war profiteers and speculators."

The SIU receives a great deal of mail from Mr. Hubert Wyckoff of the WSA—all of it concerning the alleged performing of men aboard SIU ships. Every time we send him a letter concerning a legitimate beef, he replies with another case history of a performer.

There may be a few performers in the SIU, there are some in every organization. But the WSA is attempting to exaggerate their number and the seriousness of their "crimes" as a weapon against the union. While Wyckoff doesn't say it in so many words, the implication of his correspondence is that SIU men are sabotaging the war effort.

This is a vile slander against union men who daily risk their lives so that supplies may reach the war fronts. Hundreds of our brothers have lost their lives at sea, hundreds more have been permanently injured, and thousands have been torpedoed and set adrift for days on end in open life boats—only to promptly ship out again when reaching shore. No one can tarnish their record—not even Hubert S. Wyckoff.

We're getting pretty fed up with Mr. Wyckoff's case histories, and so we now submit a couple of our own. These stories were written by rank and file members of our union and reveal how the WSA's anti-union bias is communicated to some officers aboard WSA ships and results in friction and inefficiency. These stories show, also, that it is not always the unlicensed man who is the performer.

By the Crew of the S.S. Grace Abbott

The Captain of our ship was drunk from the time we left New York until the day he was taken off the ship at Capetown, South Africa. He ordered the lifeboats rigged in when we were ordered back to Panama two days south of Panama. The crew protested to the delegates and when they went to him they were told that he would rig the boats in when he got ready and if he took a notion he could keep the boats in all the time.

That same night he ordered a fire and boat drill at 9 o'clock. In the course of holding the drill he turned on all four of the ship's flood lights, saying it was alright as we were in safe waters.

FIRST PETITION

When he arrived back in Panama we turned in a petition to the Naval Intelligence signed by every member of the unlicensed personnel but one. We were only in port six hours and did not have time to get any action on this.

After that, all four life rafts were lashed at the top of the life raft frame. The painters of the rafts were let out and made fast to the bulwark throughout the whole trip until we arrived at South Africa. In going around the Cape the life boats were left rigged out. The Captain said he wanted them out and they would stay. The Chief and 2nd Mate both told him the seas were pounding the boats, but he would not rig them in. The two boats on the port side were washed in on deck and smashed

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By the Crew of the S.S. John Banvard

We, the undersigned members of the crew of the S.S. John Banvard wish to take this method to express ourselves, and condemn the actions of the Chief Engineer on this voyage. This man seems to get satisfaction out of creating friction between himself and members of the crew and to set himself up as a sort of dictator toward the unlicensed men.

Before the ship arrived in Oran, he called one fireman and one oiler to his room and told them that the port was under martial law, to watch their steps and not get into any trouble with the shore authorities.

MILITARY POLICE USED

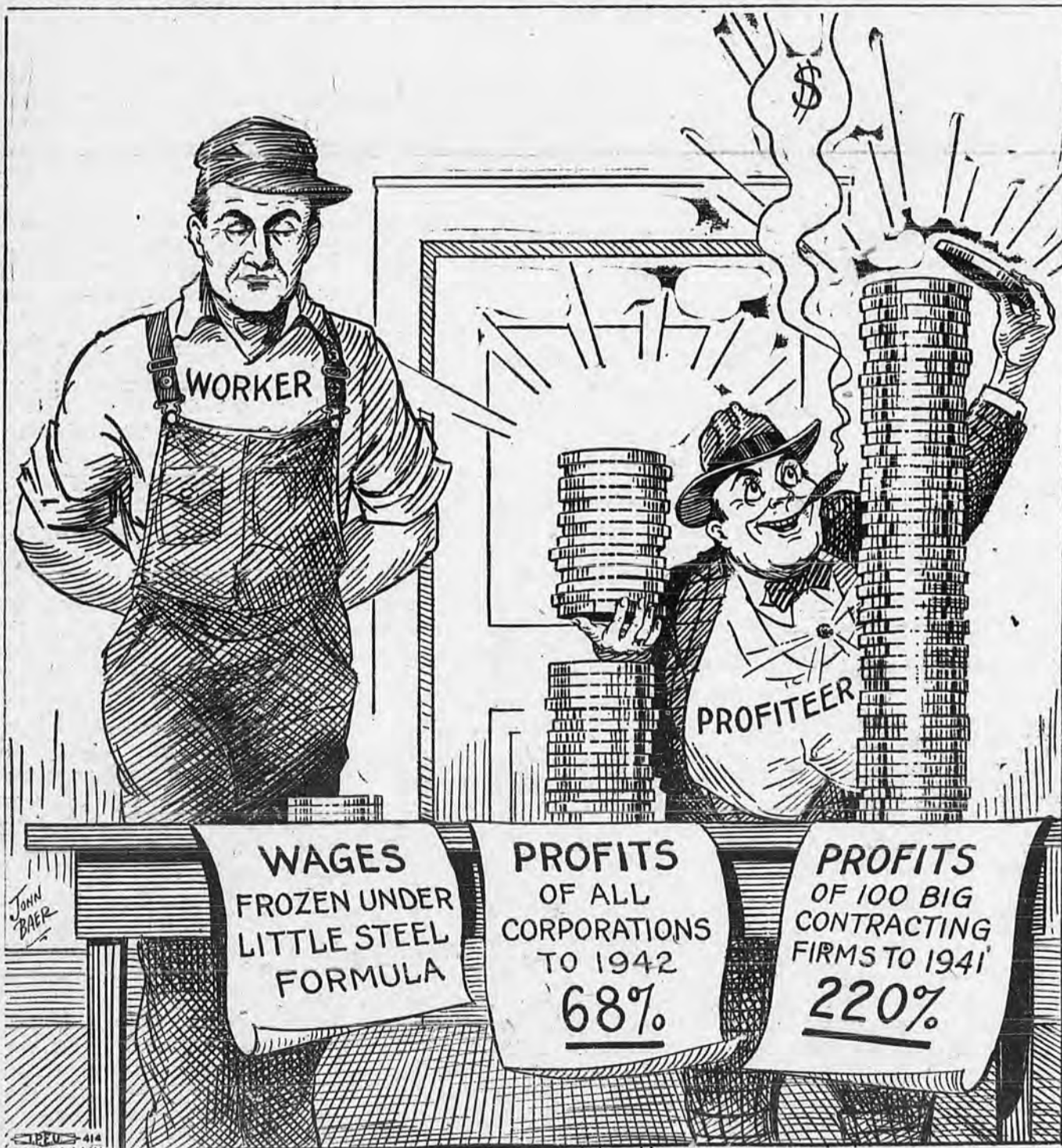
The fireman and oiler missed their watches. After the fireman had been back on board the ship

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A CORRECTION

In the July 9 issues of the *Seafarers Log*, J. L. wrote in his column "Out of the Focs'l" that the Bull Line was guilty of mistreating survivors of one of their torpedoed ships. We find now that the information upon which J.L. based his comments was inaccurate and the Bull Line was not responsible for the mistreatment accorded the men. We hasten to make this correction of fact.

We should like to add that the Bull Line has been outstandingly fair in its treatment of torpedoed seamen—a statement which can be made for very few shipowners.



Productivity of workers has mounted "phenomenally" in most war industries, but the gain has gone chiefly to swell already exorbitant profits of the manufacturers, the A. F. of L. declared this week.

"With their wages frozen, workers have received no wage raises commensurate with these advances in production per man-hour," the A. F. of L. protested. "Instead, their productivity has greatly increased the profits of their companies."

"The increased productivity for which workers are not paid constitutes a tremendous war sacrifice on their part—a sacrifice that takes a permanent toll out of their work power," the A. F. of L. asserted. "As their capital is their power to work, this unpaid labor is in reality a capital levy imposed upon them."

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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New York City Bowling Green 9-8346

You're A Hero — Brother

YES SIR SAILOR, YOU'RE A HERO,
THAT'S WHAT THE PAPERS SAY—
BUT YOUR RATING DROPS TO ZERO,
WHEN YOU REQUEST MORE PAY.

YES SIR, YOU'RE A BRAVE GUY,
YOU'RE THE ONE WHO KEEPS 'EM SAILING;
BUT DESPITE HOW HARD YOU TRY,
STILL YOU'VE GOT ONE FAILING.

YOU BELONG TO A UNION BROTHER;
TO THE SUP OR SIU;
SO THE POLITICOS CAN'T DO OTHER,
THAN TO KEEP THEIR EYES ON YOU.

BROTHER YOU'VE GOT A LOT OF FRIENDS,
THEY RUN THE W.S.A.
THEIR DESIRE TO HELP YOU HAS NO ENDS;
EXCEPT WHEN IT COMES TO PAY.

THEY'VE STRUCK OFF A BUNCH OF MEDALS BOYS,
AND A BUNCH OF LITTLE GREEN CARDS,
THEY'RE A GANG THAT REALLY ENJOY,
PROVING THEY'RE YOUR PARDS.

AND JUST TO PROVE IT, THEY'RE RECRUITING
A QUARTER OF A MILLION MEN,
TO TAKE YOUR PLACE WHEN ITS "FINISHED
WITH SHOOTING,"

YOU GET YOUR "TIME OFF" THEN.

SO DON'T TRY TO GET ANY SECURITY PAY,
FORGET ABOUT BONUS AND OVERTIME,
LET YOUR CONDITIONS FADE RAPIDLY AWAY,
THEY'RE FOR YOU ALL OF THE TIME.

THE SHIPS WILL GO BACK TO THE OWNERS
SOME DAY,
AND YOU'LL GO BACK ON THE BEACH—
IF YOU TAKE THE GUFF OF THE W.S.A.
AND HEED THE CRAP THEY PREACH.

— Slow Bell —

ATLANTIC AND GULF SHIPPING FOR JULY 13th TO 17th

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	301	174	196	671
REGISTERED	190	205	60	455
ON HAND	100	84	67	251



REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

A. W. Armstrong, Agent, SIU, New Orleans: The WSA has notified their agents in New Orleans to pay the crew of the SS Abernathy transportation back to the Pacific Coast. This is one of the vessels that was in dispute last December and the WSA ruled that all vessels of the three companies involved—Grace, Luckenbach, and Moore MacCormack, that arrive back on the Pacific Coast are to be considered under West Coast contracts. This vessel has arrived at a Pacific Coast port since the WSA made that ruling, so this vessel comes under the SUP agreements, and the SIU agent in New Orleans should see that this crew is manned by men from the SIU hall. Watch Grace line to see that they do not chisel.

Maritime War Emergency Board:

J. H. Volpin, Patrolman, SIU, NY: SS R. H. Lee—Board has ruled that there was an enemy attack in Algiers on March 28, 1943, and if the ship was there at that date crew is entitled to attack bonus of \$125.00. S.S. Panama City—Board is checking for further information. Patrolman Sweeney, S.S. G. Gale—Same as S.S. P. City. S.S. E. Nott—Same status.

Members of the MWEB on June 16, 1943 sent a letter to Admiral Land regarding insurance for seamen. Copies of this letter have been sent to the maritime unions for their comments.

In this letter the Board states that all vessels and their cargoes are fully protected against any marine peril. The board feels that seamen should also be protected, regardless of the cause which results in the loss of life or disability.

The Board has suggested that the WSA should take steps, as a wartime measure, to provide death and disability insurance to cover industrial risks.

Under the Jones Act seamen are protected, and have the right to sue the employer for any disability or death incurred due to industrial accidents. The board claims that there are some cases where a seaman would not be fully covered.

It seems to me that before the unions can fully go along with any new insurance proposition, the Board or the WSA should send a draft of any proposed insurance to the unions. Certainly no man with any sense would go to a country fair and just buy a horse. If he knew what he was doing he would give the horse a thorough overhauling before the sale is completed. Yet the board wants the union to comment on a letter that has no definite proposals on what a seaman is to receive in the forms of benefits, or what the cost of this insurance shall be.

The letter states that this insurance shall be a WAR TIME MEASURE. Is the Board trying

to do what the shipowners could not accomplish, and using the old WAR baloney to put this over? Is it the Longshoremen's compensation act, or something similar to it.

If seamen agreed to some policy similar to the Longshoremen's compensation act that will cover seamen's disability or death during the war, what argument would the seamen have after the war in fighting any bill that may be presented to Congress along the same lines?

It seems to me that the Board is making another attempt to go beyond their jurisdiction, or is using its influence to saddle the seamen with some compensation act that is not in the interest of the seamen, and is entering a field wherein it has no business, unless they are at last coming out and showing their true colors as not being an impartial board to settle disputes, but are trying to saddle the seamen with laws that the shipowners were not capable of putting across.

Believe that it is about time that the unions notify the board once and for all to stay within their jurisdiction, and keep the hell out of seamen's interest that they have no concern with. Stay to their job of settling disputes on bonuses and war risk insurance, and I can state right now that their decisions are not at all favorable or fair in any sense of the past practices that existed in the industry prior to their being appointed by the President. If they have in mind making this War time insurance along the lines of the present 2nd seamen's war risk insurance, or their bonus decisions, they can stick the whole proposition down the scuppers. My advice to the union is for all the branches to hold meetings on this subject and notify the Board in very strong language what the members feel on this proposed War Time insurance. Let's not lose sight of the fact that the seamen are the only workers who have the rights that are guaranteed them under the Jones Act.

Ed. Coester, Agent SUP, Seattle: Letter to the Board of June 17, 1943, regarding crews of the vessels who were at Masacre Bay and Attu—Board finally was notified by the Army and Navy that there were attacks while the campaign was going on around May 22-23 and 24th.

Board wants the names of the vessels that were there when there were attacks and the dates that the crews claim there was an attack made. All members who were on board vessels around this time are notified to send in all the particulars into the Seattle Agent so that he can reshape these claims.

The method adopted by the Board in settling these claims, one would think that they were handling the estate of some per-

son who willed the states of California, Oregon, and Washington to the SUP and SIU. It seems that they feel they must challenge the right of a claim, then try and find out if there was any claim, etc., right down the line. And finally when a claim is settled, the persons entitled to bonuses will have whiskers longer than Mr. Parnell of the Holy Rollers.

War Shipping Administration:

The SIU committee that was elected at the conference to come to Washington was notified by a representative of the WSA that the WSA had what they called Plan No. 10, for Liberty ships. This instructed the ship yards to bring the after deck house forward nearly to the winches, and to extend the deck house amidships on the skipper's deck, so that two other rooms would be added. This plan was held up for some alterations. Have been advised that the ship yards can now go full speed ahead with Plan No. 10.

Atlantic Fishermen's Union (SIU):

The OPA set ceiling prices on what the fishermen are to receive on the New England Coast. The fishermen feel that through this order their wages that they received in 1942 are being lowered. To date there are over 100 fishing boats that have not left port, as the fishermen are refusing to sail them under the OPA ceiling prices. Some more Washington boondoggling by the superior minded chairwarmers.

The OPA dug away back to the time when the fishermen were working for pretzels, and used that scale of wages (which was practically nil) and what they could make under the new regulations of their ceiling prices as their basis for what they termed good wages. But they forget to mention that the scale of wages that they used were in effect at the time when the fishermen were not organized. Under the stabilization order they are not supposed to lower wages that were received in September of 1942. They are using the old roll back baloney to try and put their new regulations over. They have failed to set a ceiling price on the retailing prices that the markets sell their fish. The only ones that are being kicked in the pants on the roll back are the fishermen. Possibly some of the OPA officials are thinking of going fishing when they get the skids. One of their ex-regulators that they had here in Washington is now driving a taxi here. He is possibly the bird who rationed gasoline so that the taxi would have to go out of business, and he moved into the picture. Such is life here when you have the power to make regulations. Big shot one day and taxi driver the next. Of such men is our Washington bureaucracy composed.

Mister Wyckoff

(Continued from Page 1)
S.S. John Banvard

for 13 hours and was getting ready to go to work the next day, the Chief, without contacting him to find out what was the trouble, had him taken off the ship at riflepoint by M.P. Armed Guards, as if he was some desperate criminal. He had the oiler also put in jail as soon as he came aboard. They were both held in the Army Guardhouse from May 22nd until May 25th.

NO CHARGES

They tried to find out what charges were filed against them but the officials told them that all that they knew was that the Chief had told them to come aboard and arrest these men. On Monday they were taken before an Army Officer and fined \$75.00 each. Then the Chief tried to have the men paid off and left in Oran. When he found out he couldn't do this he told the men that if they caused any trouble at all he would have them put in irons on the way back to the States.

The fact is the men had never caused him any trouble at all and he was always treated with the respect that was due him. Of course, the men were guilty of missing their watches, but things like that can happen to anybody. If he had logged the men as much as he was allowed there would have been no squawks. But to wait almost 14 hours when the men are going to work and having them jerked off the ship, is going a little far, we think. All this was done without the Captain's knowledge. He didn't learn of it until he came back aboard.

PROVOCATIONS

Also this Chief had a habit of sticking nasty notices all over the crew's mess room until it looked like a bulletin board in some news room. Several days before arrival he had all the water shut off from the crew's bath and made them use buckets, pinchoses and salt water. This was all right but he refused to cut water off for his own use or the other licensed men. If we were running short of water it should have been cut off every where and rationed if necessary.

Finally, a few days before we came in port they were turned on again. These and numerous other things causes lack of co-operation between officers and men. After all, we are human beings and don't like to be treated like a bunch of cattle or sheep because some one tries to use their authority a little too much for their own advantage.

Shore liberty was stopped for the merchant crew but was given to the Navy crew about 4 days before sailing. If you went to the Captain he said, go to the Mate or Chief Eng. They would know nothing, just keep you going from one to the other. Every thing was so confusing that you didn't know which of the three was the Master.

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S.S. Grace Abbott

and the davits were broken and twisted. The forward boat on the starboard side had the forward falls carried away and we almost lost it. There was not any notice posted as to where the men in those boats were to go in case anything happened.

SLOP CHEST EMPTY

There was no heavy clothing in the slop chest except a few suits of heavy underwear, a few heavy socks and some watch caps. That was our heavy clothing to go 75 miles south of Cape Horn in December.

When we arrived in Capetown the Captain made the statement that he was not going to stay long enough to have repairs made. The Inspectors came aboard and took pictures of the damage and the result was that we stayed in Capetown 6 days.

While in Capetown we put in a second petition, which we gave to the American consul. The Chief mate also put in a complaint about the same things we petitioned for. The consul told the officers to try and stick it out so as to get the cargo to the Persian Gulf as it would take weeks to have the Captain taken off as the whole thing had to go to Washington.

CALLED "AGITATOR"

We left Capetown the 12th of Jan. The Captain then called the deck delegate to his room and accused him of being an agitator and of being the one who drew up the petition. He told him that he was going to turn him over to Naval Intelligence when we went up the Indian Ocean.

The Captain was drunk and went up and down the messroom ringing the ship's dinner bell and hollering that it was a general alarm.

While laying at anchor in the Persian Gulf the motor life boat was used by the Captain as a regular excursion boat. The Captain and a few of the officers made repeated trips to a Greek ship and would take American cigarettes over and bring back wine, gin and whiskey.

PHONEY UNIONISM

One day the Captain came into the crews' mess and threw a picket card on the table and wanted all hands to read it so they could see he was no fink. But he was continuously bragging about his service with the Swayne & Hoyt outfit (a company that all good union men know well).

On the 24th of February the Captain, the clerk and the Ensign in charge of the gun crew went to the Agent's office to get money for a draw. When they returned the bosun from another ship had to bring them back in the boat as they were too drunk to handle it. There was broken glass and rations from the emergency rations scattered all over the boat. The rations were all spoiled. The three of them had to be hoisted aboard with a line around them.

WHAT'S DOING

Around the Ports

NEW ORLEANS

What I see by the papers is enough to make any one roll over in his grave. The RMO puts full page ads in the local papers to plead for more and more men to enroll under the merchant marine banner. At the same time we have more and more local boards issuing orders to bon fide seamen that they can not leave the country as they

The Captain left his brief case with our pay lying in the bottom of the boat. The clerk and the Ensign had been fighting in the boat and they were both pretty well marked up.

OVERTIME CHISEL

The Captain let the mates stand all night watches in the Persian Gulf at \$1.15 an hour before they would give it to the crew at 90 cents an hour. They hired a shore gang at 30c a day to tend lines while we were in at the dock. If any gear broke or parted, the mates would break out a man or two to fix it as they would not dirty their pretty Maritime Commission uniforms.

It was at this time that our food gave out completely as the Captain would not allow the Steward to take more than 45 days' stores in Capetown. They bought vegetables in Iran that gave the crew dysentary. The meat that came aboard was not fit to be used. There were carcasses of sheep that had not had the entrails removed. We had butter that you could not stay in the same messroom with. The milk was diluted with 5 parts of water and the coffee was completely gone. The Ensign got some toilet paper for the gun crew, but it was five days before we received a couple of rolls. In the mean time we had been using up the ship's library. When we arrived at East London, South Africa, there was about 1 dozen cans of dry stores left in the store room.

BLABBER MOUTH

When we arrived in East London the Captain bragged about the trip we had just made, he gave the name of the ship, port of departure, port of discharge and nature of cargo, also for whom consigned. The Ensign had a nervous breakdown after talking to some survivors who were in port aboard the Robin Tuxford. He had to be removed under armed guard. The Captain and the 2nd mate were also removed under armed guard.

The authorities then put a Captain aboard that had been sailing as 2nd mate on one of the Liberty ships that was in the harbor at the time.

On July 7th at sea volunteers were asked for to paint the main deck. As the ship was going into drydock and it was only 2 days before arrival, and since all hands were beginning to get ailments from continuous watch standing, only one overtime-hungry O.S. volunteered.

must stand by to be inducted into the army. Does this make sense?

In Newsweek of July 12, 1943 in the periscope it states that there is a lengthy debate going on as to the type vessel we should build. Some claim the Victory type as they have more speed, some claim the Liberty type as they can be built faster. In the same magazine in the foreign section they devote two pages to outlining England's program after the war. England, through her spokesman, issues figures and facts to show what she intends to do. First and foremost is her intention to raise her export trade. Naturally she will do this in her own bottoms. And for the interest of those who should be interested, her Empire ships are built for 14 knots, our Libertys for a fast nine or slow ten. Our Victory ships are supposed to be built for 14 also. If they build these ships we have a chance of competing with the English vessels. But if they make the usual mistake then, my bucks, all the late seamen that we are now getting will have a chance too—the same chance that we had after the last war. Loaded ships

out, in ballast back, ships tied up in every channel where there was room. American seamen laid on the beach begging for ships to sail on. The Government paid and paid subsidy after subsidy for what? So that we could again lay out millions of dollars so that the lawmakers could again sit back and argue the type of vessel which would be outmoded first so that once again we could have the same sort of set-up. If the brains that are supposed to run this country of ours can't learn by experience then it is time to start anew.

The WSA is still on the beam. We have a beef to collect transportation on practically all ships but the RMO can recruit men as far away as San Juan.

Everything is lovely though, the war effort is in the bag. My wife can't get a pound of butter without a letter from F.D.R. Eggs were just raised two cents a dozen wholesale here. There just is no beef, but the papers came out with big headlines CABBAGE AND LETTUCE PRICES ROLLED BACK, and my babies don't like either one.

Who is crazy besides me?

ARMY, Agent

From The Labor Press —

"FREE RIDERS"

There's one in every organization. You know whom we mean—the fellow who accepts all the benefits, services and privileges without assuming any of the responsibilities and obligations. Unions have them. The Teamsters have them.

In these days when manpower turnover is so great there are drivers and dockworkers who are trying to get a free ride at the expense of their fellow workers. These free riders just don't seem to get down to the union hall to pay their dues.

Perhaps it is indifference. More likely it is ignorance—ignorance of the sacrifice and toil and suffering that made the fine conditions under which they work. Nor do they realize that to keep those working conditions the union must remain strong, for employers are ever on the alert for an advantage to wreck the organization and eventually do away with

the benefits achieved by members over a period of years.

Ask the man next to you if he has joined the union yet. Ask to see his paid-up dues book. Tell him that it was not so long ago that you worked 12 hours a day for half the pay you are now receiving, and that there was no overtime and no vacations. Tell him that in those days the boss could fire you if you looked at him the wrong way.

Tell him that it was only through a strong union that those conditions were done away with.

In order to keep our unions strong, everyone must bear his fair share of the obligations and responsibilities of organization. And in order to maintain our high working standards, it is imperative that we keep them strong.

Is the man next to you a free rider?

—The Ohio Teamster

Out of the Focs'l

by
J. L.

Lou Musial has been trying to get out of the Army and all our letters are not doing much for him. He is stationed at Camp Hale with the Ski troops. He says Hello to Mike Davis and the rest of the boys and wishes he could be with them. Pete Rydzewski is soon to be a pappy. He and his wife are now living in New York. Good luck, Pete.

Frank Gambicki is back from Hot Springs. He says his arm feels better and he hopes to be back at sea soon. His friend Vieras has already shipped. Joe Niowicki spent a week at Hot Springs, and says all SIU men should go there. The treatment would do them a world of good. Mike (Don Juan) Rossi and the Greek returned from a four month voyage with animals of all sorts from South America. Mickey Quinn wrote us from Gladstone, N. J. and would like to have some of the brothers to write him as he says its lonely in those Jersey woods.

Joe Curran And The "American Way Of Life"

The recent NMU convention adopted a resolution which described John L. Lewis, President of the United Mine Workers, as "an enemy promoting a program designed to destroy the American way of life."

Just what is this "American way of life" which Curran & Company are defending against the "seditious" John L. Lewis? It is, of course, different things to different people.

To the mine owners and the shipowners and the mill and factory owners, it is the "right" to capriciously hire and fire workers at will, to pay them slave wages and work them long hours, and from their productiveness to amass great personal fortunes.

To the workers the "American way of life" most certainly must include job security and the right to protect their living standards through strike action.

During the recent coal strikes it was clear where John L. Lewis and the miners stood in regard to these two conceptions of "Americanism." It was equally clear just where the mine owners and bankers and newspaper publishers stood.

It is now also clear where the Stalinists in the NMU stand.

MINERS WIN PORTAL DISPUTE

WASHINGTON, July 21—John L. Lewis and his United Mine Workers of America split the ranks of the country's bituminous coal producers today by signing a separate agreement with the Illinois Coal Operators Association, calling for portal-to-portal pay, denied by the National War Labor Board in the Appalachian fields, and other concessions to increase weekly pay materially without raising basic hourly wage rates. About 30,500 miners are employed in the Illinois fields.

Under the agreement there is to be a two-year no-strike contract, with the seven-hour work day at the mine "face" increased to eight, with time-and-a-half overtime paid for the eighth hour, and payment of all vacation and other benefits allowed by the WLB in the Appalachian area.

Portal-to-portal pay, for travel between the mine entrance and the "face," would be accepted by the operators as having been in effect and unpaid since Oct. 24, 1938, when the Fair Labor Standards Act went into operation, and would be paid, to the extent of 50 per cent, up to April 1, last, after which date it would be met in full for the duration of the contract.

Coal Rise Is Asked to Pay Costs Having signed the agreement, the operators sent it to the WLB for its approval and for collateral action by the Office of Price Administration to permit advances in maximum prices sufficient to cover the increased costs to the coal producers that would result.

Doubt was expressed at WLB headquarters that the board would give approval to all of the provisions of the agreement, although it was predicted unofficially some might be allowed. It was recalled that in the Appalachian case the board, in declining to grant portal-to-portal pay, suggested that this issue might be resolved either by negotiation or by court test.

UMW spokesmen said they preferred negotiolar. Meanwhile however, the Southern Appalachian Coal Operators were studying the possibility of legal action to determine whether the miners had a legal claim to underground travel pay.

Mr. Lewis will meet again with the UMW's 200-member policy committee tomorrow to plan further strategy in the controversy involving the Administration, the union and the other operators. Meanwhile, negotiations between the UMW and the anthracite operators, which have not been carried to the WLB, will continue.

NEW RAFT IS SEEN AS GREAT IMPROVEMENT OVER OLD ONES

A new type combination boat and raft, intended for use on all ocean going vessels, has been designed and is now in production, the Globe American Corporation has announced from its headquarters at Kokomo, Ind. The all-steel, non-inflammable raft, known as the Kokomo Life-Saving Kraft, can be catapulted from the deck of a sinking vessel, a feature which is a decided advantage in cases where vessels are so badly damaged that they sink before the launching of a life boat is possible, it was said.

Reversible and self-bailing the craft has water-tight stowage compartments available on either side, which contain full, life boat equipment, contrasting with the comparatively meager supplies with which present type rafts are furnished, it was asserted.

Protection for Occupants

The outstanding feature of the new type raft lies in the protection it provides for its occupants. Where the present raft floats practically awash, with survivors swept by waves and exposed to winds and the sun, the new raft lies high in the water and is equipped with a completely enclosed canopy. Mast, sails and rudder are provided for navigation, blankets and a heating stove for warmth, night and daylight signaling devices and many other articles necessary to meet emergencies which arise. After examining a model of the craft, which was designed by the company after dozens of survivors had testified to the undesirable features of the present type of wood raft, the two seamen stated they were of the opinion the life-saving raft would alleviate much of the suffering now undergone by survivors of torpedoed ships and would be instrumental in bringing back hundreds of sailors who would otherwise die at sea.

Personals

The following men have discharge papers in the office of the Secretary-Treasurer in New York: HERBERT M. CLARK, AXEL V. HAGSLEN, HAROLD SANDERSON, JOHN M. STEWART and CHARLES H. WISNER.

The following men have papers, receipts or books in the New Orleans Hall: STANLON GRICE, E. E. FLETCHER, HOWARD GRAY, CECIL BRITT, DONALD E. BLOOM, LYLES FOWLER, EUGENE CARBART, HUBERT DOUGLAS, THOMAS DEAR and HELMER PETERSON.

CARVILLE COUNCILMAN:
Get in touch with the Maryland Minute Men at Dundalk, Md.

LOUIS P. BERNICK, Jr.:
Your passport has been found and is in Room 213, 2 Stone Street, New York City.

The following men have the wrong numbers stamped in their books. They should stop in the office of the Secretary-Treasurer and have them corrected. PHILIP POSSIN, WILLIAM KANEY, WILLIAM F. HOYT, MARSHALL CEVIR, IRVING COLLMAN, HUGH O'DONNELL, DAVID C. WALKINS, DONALD LAINE, THOMAS KEMPHUR, CHARLES PUCKETT, NORMAN CHENEVERT, PETER FAY, GEORGE ROBINSON, NATHAN MASHEIROFF, FRANK GAGES, JOHN ULAS, THOMAS LANDRY, CUPID W. ROBERTS.

MORRIS ROSENBERG:
Your book has been found and is in the office of the Secretary-Treasurer.

SIMON HENRY FORGETTE:
Your union book, Australian registration and assorted papers are in the Norfolk SIU Hall.

J. H. WHITEFIELD
Picket cards, photographs and papers are in Norfolk SIU Hall.

A. MICHLEAU
Your shirts were removed from the S.S. Dynastic and are now in the New York hall. Please call for them.

In Memoriam

ARBEITER, JAAN	FOW
BLACK, ROBERT	Oiler
CARPENTER, ROBERT	Oiler
CARROLL, REUBAN	Cook
CIPOLLONE, DOMENIC	OS
COMBS, ROBERT	Wiper
CURMA, GEORGE	Oiler
ENGELBRETSON, WILLIAM	Wiper
FINCH, EUGENE	AB
GONYA, LEO	Deck Engr.
GWALTNEY, WARREN	OS
HALE, JAMES	Messman
LEHR, KENNETH	Bosun
McGUINNIS, MERLE	Messman
NILSSON, KARL	AB
OLSON, KENNETH	OS
OLSZEWSKI, JOHN	OS
PERKINS, DWIGHT	OS
PROCTOR, JOSEPH	Steward
RAY, LOUIS	OS
REDDEN, ORVILLE	Messman
ROSS, CARL	Messman
SALUS, LOUIS	Messman
STOKES, MELVIN	FOW
WHITE, EARL	Utility
WISNIEWSKI, EDWARD	OS

MONEY DUE

Crew of S.S. Matt Ransome has 3 days subsistence and transportation money coming. Collect Smith & Johnson, 80 Broad Street, New York City.

Bosun of S.S. Matt Ransome has 97 hours overtime coming. See Patrolman Hart, Room 502, 2 Stone Street, New York City.

Following Steward Department men have money coming from the last trip on the S. S. Josiah Bartlett:

KARL KARLSON—\$2.53
JAMES WEST—\$2.53
JAMES BATTLE—\$2.53

VERNON WALDRON has \$60.91 coming from the last trip on the S.S. Madison.

EUGENE BRUNDAGE has \$174.62 coming from the last trip on the S.S. Madison.

Crew of S.S. Richard Bassett which made voyage No. 1 to Murmansk, has the Russian bonus coming. Collect at Amtorg Trading Company, 210 Madison Ave., New York City.

Deck Department of S.S. Grace Abbott has overtime coming. Collect Calmar Line office in New York.

D. Carpenter and H. Rogers: Overtime coming from the South Atlantic Line office in Savannah.

Oilers on 8-12 and 12-4 Watches on S.S. John Hillard have disputed overtime coming.

Explosive bonus is payable to crew of S.S. John Biddle. Collect Wright & Pugh, Kaiser Bldg., Baltimore. Also, overtime for Deck Department is collectable in New York office of Seas Shipping Company, 39 Courtland St.

Crew of S.S. Charles B. Aycock have \$125 coming. Collect Mississippi Shipping Company, 17 Battery Place, New York City.

Oilers on last trip of S.S. Del Norte have overtime coming. Collect from Mississippi Line, 17 Battery Place, New York City.

Crew S.S. John Stevens and S.S. Pan Gulf have attack bonus coming. Collect Waterman Line, 19 Rector St., New York City.

Firemen on S.S. Richard Alvey have overtime coming. Collect Bull Line, New York City.

Deck Department which made last voyage on S.S. George Gale has overtime coming from Mississippi Line.

Entire Deck Department of S.S. Josiah Parker has overtime due. Collect Mississippi Steamship Company, New Orleans.

Deck & Engine Dept. S.S. Samuel Griffin having personal effects claim see Robin Line claim agent, 39 Cortland St., N. Y. C.

Steward Dept. S.S. Broholt Livingston have overtime coming. Collect Bull Line.



JOHN JUREY
ANTHONY J. DURKE
TED ZACK
C. A. THORNASON
MATTHEW PURGATOVIO
EDWARD E. CLARK
GERALD H. SMITH
WILLIAM J. COFFEY
WILLIAM PATRICK
RALPH E. ALFORD
JOSEPH YARNATZ
WILLIAM P. KLEIN