



## I.T.F. PROPOSES INTERNATIONAL MARITIME COMMISSION WITH SWEEPING POWERS OVER LABOR

The first steps in the establishment of the proposed United Nations Joint Maritime Commission were taken last week when officials of the International Transport Workers Federation met in Washington with officials of the War Shipping Administration.

This conference, the first of a series to be held here and abroad, was called by Marshall E. Dimock, director of the Recruitment and Manning Division of the W. S. A., at the request of officials of the I. T. F., who have long been campaigning for a centralized allied maritime commission. No details of the meeting have been released, pending further investigation of the problem.

"The I. T. F. proposals," said Omer Becu, American representative of the I. T. F., "vests sweeping powers in the proposed tripartite Maritime Commission and demands that seamen now serving in the armies of their countries be released for employment in the merchant marine. Several features of the plan are already in operation in Great Britain and corresponding action is as necessary on this side of the Atlantic as on the other."

In a recent letter to the several concerned government officials Mr. Becu urged the establishment of a United Nations Joint Maritime Commission in the United States, composed of representatives of governments, employers and labor and fully empowered to deal with all maritime matters.

### A.F.L. ASKS C.I.O. FOR PEACE PARLEY

Peace is in the wind again. It's not much more than a whisper—but it's persistent.

The A.F.L. Executive Council, meeting in Washington, has appealed to the C.I.O. to resume peace talks immediately with the object of uniting organized labor into a single body.

The peace bid came as a surprise since it has been but a brief four months since John L. Lewis' abortive attempt at labor unity was squashed by the C.I.O. It was at that time that President Roosevelt, making personal capital out of the split between Lewis and Murray, created a "Combined Labor War Board." This Board was composed of three AFL and three C.I.O. men and was supposed to advise him on labor problems, and to eliminate any jurisdictional dispute or union raids that might hamper the war effort.

While a unity of top labor leaders has been partially achieved by this Board, the rank and file is far from unified. The new peace bid is an indication that some AFL leaders want to shelve the makeshift "Combined Labor War Board" and bring about actual organizational unity within the labor movement.

There is much speculation as to whether this is another chapter in the Lewis unity drive of last winter. (Continued on Page 4)

### SLAPPED DOWN



(Courtesy, New Republic)

Admiral Emory S. Land, the man who failed to smash the maritime unions, was relieved of some of his responsibility this week by order of President Roosevelt.

Lewis Douglas, first budget director of the New Deal, was put in charge of the War Shipping Administration which directly controls the merchant marine.

The shipbuilding program was placed under the control of Rear Admiral Howard L. Vickery, vice-chairman of the Maritime Commission.

The President's order said that Douglas and Vickery were to have complete command in their fields. This leaves Land with his nice shiney desk and his labor-baiting reputation, but little else.

### BILL TO BLUDGEON LABOR IS APPROVED

Anti-union bosses and reactionary courts will be handed a club with which to bludgeon organized labor if Congress gives approval to legislation reported this week by a House Judiciary subcommittee.

The bill, sponsored by Congress- (Continued on Page 2)

## SUP Bos'n & SIU Wiper Heroes of Atlantic Sinking

Several issues ago the Log reported the sinking of an SIU ship off Nantucket. We reported how the Nazi subs sent two torpedoes crashing into the helpless merchantman. We reported that 10 Brothers lost their lives and that the survivors spent 14 days of unimaginable hardship in open

### OPPOSES LABOR FOE



Emmett C. Davison, general secretary-treasurer of the Intl. Assn. of Machinists (AFL), who will run against Rep. Howard W. Smith (Democrat of Va.) for Congress in the Democratic primary in Virginia on August 4. Rep. Smith has been the spear head of all anti-labor agitation in the House of Rep.

lifeboats before being rescued. But what we didn't report (because we didn't know about it until now) was a saga of personal heroism and self sacrifice that has seldom been equaled at sea. And that's saying a good deal.

J. P. Mulligan and Carl Hoffman are the names of the heroes. Mulligan was an old timer, an SUP man who sailed as bos'n. Hoffman was green, new to the sea and he sailed as Wiper. Mulligan was a bluff Irishman, full of sea yarns that made his shipmates raise a sceptical eyebrow. Hoffman was of German extraction, a quiet retiring man who never ventured to impose his opinions or ideas.

And yet, Mulligan and Hoffman were alike.

Here's what happened.

The unarmed SIU ship had received two torpedoes simultaneously. One struck the engine room, the other crashed into No. 2 hold. In the explosions one of the lifeboats was wrecked. The crew (those that were alive) piled into the remaining boat and started to pull away from the ship. Before two strokes had been pulled it became obvious that the boat was dangerously overloaded. Each wave threatened to swamp it.

Suddenly Mulligan stood up. "Unless a couple of us get out of this boat it'll be swamped and we'll all be drowned," he said, pointing back toward the ship which was burning and listing sharply to port, he continued, "There are some rafts back there. I'm going to swim back and get them."

Everyone in the boat knew that (Continued on Page 4)

### LABOR BAITERS DEFEATED

WASHINGTON, May 23.— Good news for all workers came out of Pennsylvania's Congressional primaries this week, when three anti-labor Congressmen were defeated.

The three, Reps. Faddis, Moser and Jarrett, were among the worst of the labor-baiting gang in the lower House. Faddis and Moser had the distinction of being the only two Pennsylvania Congressmen to vote for the Smith bill that would have outlawed all union contracts.

### Union Calls Curran Strike-breaker

Joe Curran has gotten his finger caught in the wringer again. He's up to his old tricks of fink herding—only this time it isn't against the SIU. The United Construction Workers Organizing Committee (C.I.O.), is striking an Apartment Hotel in New York City and has accused Curran of supplying the boss of the hotel with strike breakers.

Frank Gagelman, president of the striking local, has demanded that Curran resign as president of the Greater New York Industrial Union Council, and also resign as vice-president of the C.I.O. These demands were outlined in a resolution which was passed unanimously by the local's membership.

## Oil Moguls Are Putting Profits Before War; Block Production of Synthetic Rubber

(From Labor)

Two Senate committees this week added further installments to the continued story of monopolists who pick Uncle Sam's pockets and stab him in the back while he is fighting foreign wars.

DuPont and seven other big American chemical corporations have been in a "conspiracy" with German, Japanese, British, French and other foreign concerns since 1929, with the result that production has been restricted and prices boosted on dyes-stuffs for our soldiers' uniforms and other war purposes, the Patents Committee headed by Senator Homer T. Bone was told.

An Agriculture subcommittee, presided over by Senator Guy M. Gillette, heard a shocking story of an "oily crew" of powerful oil companies which have been block-

tries," Hale declared, and explained his meaning thus:

1. The oil companies and their allied alcohol concerns have obtained the enormous sum of \$650,000,000 "from Jesse Jones of the R. F. C." for production of rubber from alcohol.

2. The oil companies want to make all the alcohol from petroleum, so they can monopolize the synthetic rubber industry, both during and after the war.

3. Therefore, Hale said, "that oily crew wouldn't spare one thin dime of the \$650,000,000 government money to produce alcohol and rubber from grains" or other farm products, such as potatoes.

4. Another reason why the oil (Continued on Page 4)

ing production of rubber from cheap and abundant farm products, despite America's "desperate" need for rubber.

Part of this story was told in last week's Labor. Further facts and charges were laid before the committee by Dr. W. J. Hale, a chemist who specializes on industrial uses of farm products.

"The big petroleum companies are taking the stand that it would be better to lose the war than to lose control of post-war indus-

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## Out of the Focs'l

by  
*J. L.*

Headquarters would appreciate if the brothers who give a list of missing men would make sure it's correct or if any brother notices that a MAN is listed who is very much alive, we would be glad to rectify that mistake. We had a brother listed as missing aboard a certain ship, and after two months we find Brother John Hughes paying dues in Boston. We regret to state we were in error through no fault of our own.

DID YOU KNOW . . . Leonard Tir and Clarence Norman have been suspended for 99 years . . . Sidney Gretcher is reported working in Jersey City . . . Loud Mouth Sullivan shipped on one of the new Liberty ships . . . Bow-Wow Johnson is working on an Army transport . . . Joe Flannagan's stews have gone back to their home port. Now, if Red Brady moves on, New York will be a mighty quiet port.

Julius Marshall feels he's lucky. The first time he was taken off in Rio to a hospital, and his ship was sunk with all hands lost. On his second ship he quit her and soon after it was torpedoed. We hope he can continue missing those subs. We see where Arthur Meats, 2nd Steward aboard the ACADIA, is up on charges a second time. Bill McCalmont, Bos'n of the NORWALK, recently married a Jersey City girl. Who says the gals are not pretty in Hagueville? Ask Bill if you don't believe us.

James (ACE) De Vito, former Gulf stiff, is around New York and proudly showing pictures of his five children. Joe Novak has retired and has joined the MEBA. Gene Braden tells us Ivo Starnadori is getting to be quite a pug. He shellacked one of the Loud-Mouths aboard the NORWALK. Sam Gordon, (former Editor of the Log) tells us that the lady who wrote, LATINS ARE LOUSY LOVERS, is now writing a column for women in the Pilot. Sam says he finds our column interesting.

## HAPP'NINGS AT HEADQUARTERS

By HARRY COLLINS

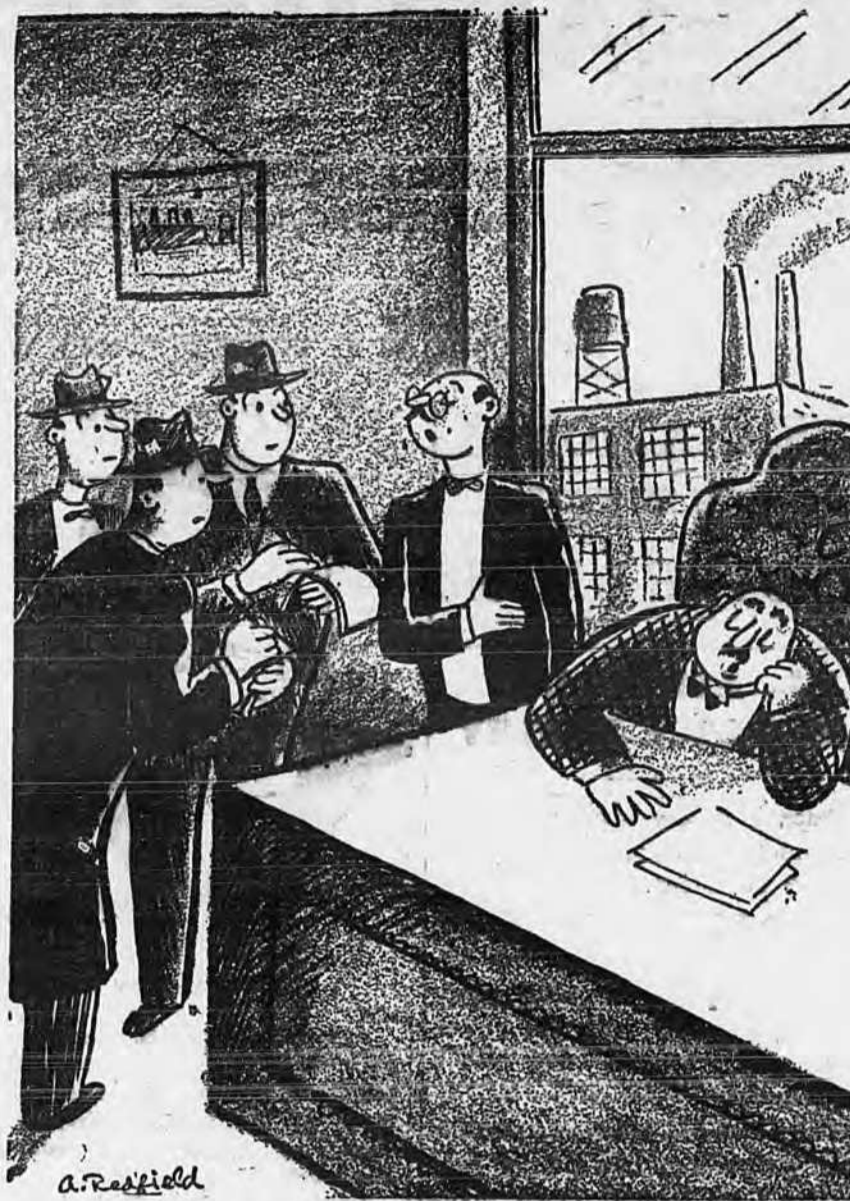
Carl M. Franklin settled with the Calmar for the Extra Clothes over the \$150.00 that they paid him. Also Wm. Teffner, he came out on top to the tune of \$50.00, over his \$150.00. Louis Gordon got a present from the Commissioner, it seems that the Skipper's logging wasn't crickets.

In the past we have stressed the fact about the Membership that are on ships making out a list of the Clothing and Personal effects that they have with them over the \$150.00 amount. Well, once again we remind you that the best thing to do when you have more than the above valued amount with you, is to make a list before you sail and give it to the Captain, and for further protection, mail a copy to your family. And then in the event that something happens you will be in a position to collect and you won't have all the arguing to do on pay-off day.

I wonder what Jo Jo is doing these days about his gasoline, but then again as he has bragged on numerous occasions that when his motor is heated up it will run on Delaware Punch. Maybe Jo Jo has something on the Ball. If he has I sure would appreciate it if he would let me in on the know as this 3-B ration card that I have is not so hot.

Well, we lost our old friend Muncaster, the Bookkeeper, last week. He is now the Bos'n on a certain ship. Old Blubber Thomson is now taking his place. We wish him success on his new job.

It has come to our attention that the one and only original undisputed Casey Jones is enjoying the hospitality of the city of "Brotherly Love." Since he so graciously outdistanced the demon of the deep, (although the story in itself where Casey kicked mud in the shark's face, if you know what I mean, is an epic in itself), I sure would have enjoyed being there and seeing him do it. It has also been reported by rather reliable authority that Casey and the Mayor of Philly got together and as usual Casey came out on top with a big Medal for outdistancing the said shark. Believe you me, when Casey can't out-talk them they just can't be had.



*A. Resfield*  
 He's been in a daze ever since he had  
 to reduce prices.

## PHILLY S.I.U. PLAYS PROMINENT ROLE IN "MARITIME DAY" FETE

A gala day was Maritime Day in the port of Philadelphia. A Swanky crowd participated in the ceremonies, and prominent among them was Mayor Samuels, Mr. McDonough of the Central Labor Council and other notables from various civic and labor groups.

Impressive services were held honoring the many merchant seamen who have died in the line of duty since the war started, and tribute was paid to all merchant seamen for their unflinching courage and patriotism. The Reverend Percy Stockman conducted the church services.

The occasion was marred by the unorthodox and deliberate tardy entrance of the NMU delegation, wearing white undershirts with the words National Maritime Union emblazoned on them in large conspicuous letters. They presented a very sordid group, and if they intended their spectacular entrance to give them added news space in the daily publications, they were sorely mistaken as the newsmen, sensing the purpose behind it, gave them less space than any of the other groups represented. John Murray, their business agent, gave a speech worthy of a 14th street soapbox orator and completely ignored the original script agreed on by the committee who arranged the program. Despite those antics, the affair was a great success.

The wreath presented by the SIU was a beautiful designed

anchor embedded in garlands of various hues. We, the membership and officials wish to take this occasion to thank the donors of the wreath, namely: Freedman & Goldstein, Mrs. Margaret Trucks, Mr. Tom Levine and partner, of 511 Market street, Taylor Clothiers, of 6th and Market streets, Mr. Gillen, and others. Mrs. Marget Trucks and D. Casey Jones were delegated to act in our behalf and to cast the wreath upon the watery graves of the merchant seamen who have paid the supreme sacrifice.

As originally planned, Edward March was also delegated to accompany Mrs. Trucks and Casey Jones, but due to the sudden illness of the Master, Mates and Pilots Representative, he was drafted to function for the MM&P.

The highlight of the ceremonies was when the Mayor presented thirty silver emblems to shipwrecked seamen of the various groups presented. The following Brothers of the SIU received emblems: Peter Serby, David Jones, Edward March, Henry Wilkerson, and Pat Lynch, S.U.P. The other twenty five emblems were distributed among the other groups represented.

A special award will be given Brother Joe Wing, who was torpedoed three times, at a ceremony to be held in the Mayors office, at an early date.

JOSEPH FLANNAGAN, Agent

## A WORD WITH

# Sister Dillon

Last week Brothers D. Paul, M. Sanchez and P. Lynch were in the office after having survived a torpedoing in the Atlantic. They couldn't have enough to say for the Navy and Red Cross people that rescued and took care of them. They wanted me to make special mention of the crew of the Coast Guard Cutter that picked them up after having been in a life boat for 17 days.

The Navy crew was wonderful to them. They took their own dry clothes right off their backs to give to our boys. They gave up their shaving gear and their shoes and everything.

Finally, when they got alongside, the Red Cross was waiting for them with packages and magazines and candy and even flowers. The Staff at the U. S. Marine Hospital in Norfolk, from the highest right on down, were wonderful. Doctors, wardmen, nurses, the girls that served the grub—they just couldn't do enough for our boys.

The boys wanted to send special thanks to Mrs. J. W. Derickson for the way she treated them. They said that she sure was the "Florence Nightingale" type.

And so, on behalf of our boys, I want to take this opportunity of extending thanks to all these people.

Joseph Sherrod was not mentioned in our Memory column. Sorry. Brother Moses is coming along nicely. Brother Ole Jensen had to return to Ellis Island so now Moses will have one of his lifeboat pals for company.

## BILL TO BLUDGEON LABOR IS APPROVED

(Continued from Page 1)

man Sam Hobbs (Dem., Ala.), permits prosecution of labor organizations under the 1934 Anti-Racketeering Act if they engage in strikes that interfere with interstate commerce. In effect, the bill outlaws all strikes except minor local conflicts.

The Anti-Racketeering Act was passed to deal with such criminals as Al Capone, the Purple Gang in Detroit and other racketeers. During its consideration it was distinctly asserted by its supporters that its provisions in no wise applied to labor.

The law remained a dead letter until Assistant Attorney General Thurman Arnold invoked it against a Teamsters' union in New York. The litigation reached the Supreme Court, which pinned Arnold's ears back in a decision emphatically asserting Congress never intended the regulation should be used to circumscribe the activities of legitimate labor unions.

Hobbs, who has been a persistent sniper at labor, seeks through his bill to remove this protection.

WHAT'S DOING

# Around the Ports

## NEW ORLEANS

By  
"ARMY"

Looking over the daily bla blas, I see that the actor whose news value is above par is very ill. Sorry old top. Locally I see that a citizens' committee tendered a banquet to one of the boys who is about ready to start worrying about his income tax from government contracts. Diligently searching through the pages, I gain the impression that the world is at war, also that the sinking of merchant ships and merchant men continues unabated, but believe me you have to search for this information.

For instance in the morning paper, there is a picture of a wounded seaman being presented with a torpedo by the NMU in the hospital. The picture is all taken up with the ones doing the presenting and as a sort of afterthought includes the seaman.

A converted ship here in the last week had her quarters reconditioned, and they were in the usual mix-up that we find when the desk-ship builders get finished with them. Calling every one in town I was eventually told that the country was at war and that we should be prepared to put up with a little discomfort. Pointing out to the gent in question that what I was interested in was having a couple of things done which would give the crew members at least a fighting chance for their lives, I was told that the ship was certified by the B.M.I.S. (Bureau of Marine Inspection Service) so therefore all was bound to be well.

At closing time last night, when leaving the hall, met a Brother who tells us that Bro. Paul Wolf has held his last beef with a shipowner. Here's hoping that somewhere out in the Blue Gulf he finds the spirit of a departed shipowner for his own special playmate. If this Union had a good member and shipmate, Bro. Wolf was that one. He has dropped his hook, it remains for us that are left to carry on the fight in which he did so well.

The aforementioned Brother stated that 19 members of the ship went down, so this hits all unions, as she had members from every one of them aboard.

We take over the first of the New Orleans built Liberty ships Monday, here, and expect them to come fairly fast after this.

The Missy luxury liner with the ex-personnel manager aboard the packet as Mate, came in without a single beef. Nice going I call it.

## PERSONALS

MYRLE MILTON CLARK  
SERGEI LEPIK and  
ROBERT MITCHELL

Contact the F.B.I. as the selective service has turned your draft cards over to them.

## PUERTO RICO

By  
DANIEL BUTTS

Last week the S.S. Shweid of the Hedger Company arrived here and things were pretty bad aboard her. You should have seen the Mess room—it gave me the creeps. It has been years since I have seen anything like the conditions aboard that ship. I found five book members and three permits and the rest of the crew had nothing. Some of them had never been to the hall.

I succeeded in getting the toilets cleaned out, which had been plugged up from the previous voyage, and the quarters cleaned out; some more glasses and dishes put aboard, fresh milk and bakers bread, and increase in the bill of fare and square the rest of the men with permits. A joke was a percolator which they rushed back and forth between the engine room and messroom and wound up having a fight on who should have it. The skipper gave the Steward the money to buy the percolator and he tried to give me a run around. I don't believe he will try that with any other official of our union. The conditions of the quarters and messroom are negligence on the crew's part that had sailed this ship in years passed. I hope this rust bucket returns to dear old Philadelphia.

Brother Mac Walker was aboard her and the following is his account of what went on:  
Dear Sir and Brother:

I shipped as fireman aboard the S. S. Suweid of the Hedger S. S. Co. in the port of San Juan, and worked one week on her. She had just come down from Portland, Maine. She was chartered to the Alcoa Line. She had to put in into San Juan, because both boilers leaked so bad they couldn't get any further, and was indeed lucky to make this port. This same rust bucket was formerly owned by the Range Line, known and called by the boys of the port of Philadelphia, the Philadelphia Navy. Brother Butts, the agent, was in one of the island ports when this tub arrived. I called the hall and asked to have him come down as soon as he arrived in San Juan. This he did and when he hit the ship some of the boys were really performing. The agent will give you the score further on. The firemen's quarters were the dirtiest I had ever seen and the hospital resembled a pigsty more than anything else.

For supper the first night I was there they had sausages, liver, potatoes, cold slaw and one vegetable. Potatoes was all we were supposed to get, so informed by the Steward. This guy no doubt, is an 18 Karat phoney from the N. M. U. But it is our opinion that he should be re-investigated. I told him some ships feed more for breakfast than he fed all day. The messrooms

would make you shudder. Then came the pay off. We found that some benevolent negotiator for the Union had given away the 10-10 increase in favor of an extra day's pay for the week-ends at sea. The job is a combination firemen-water-tender working for \$100 per month and 80c per hour overtime. Another fireman and I, both lost \$5.83 in one week's work.

Because of this disgraceful situation, I could cite more instances, such as oilers doing wipers work, but you will get the idea if I say that I had never seen but one more like it, and that was an Army Transport, formerly under Jugoslav flag and sailing with European conditions. It appears that some agents and patrolmen think they have done their duty if they round up enough bums and gas hounds to sail the ships. They don't bother about such trivialities as clearing them with the union seeing what articles the men are signing. Nobody of the unlicensed personnel knew the terms of the articles or wages they are earning, and this on a ship running foreign.

MAC WALKER, No. 6576

## TAMPA

By  
D. L. PARKER

The port of Tampa has begun to come to life again. We are getting in quite a few ships now, and so far, we have not been able to secure replacements for them. It seems that all the ports are in the same fix.

The Gulf Spray came in the other day and the boys were raising hell for me to come down and try to get the Bonus for them in the gulf. It seems that the old Man refused to give it to them. Now the Patrolman and I have been trying to line these same birds up for the past eight months and it was no soap: It seemed that they were satisfied with the scab wages and conditions that existed on that tub during that time, but when they learned that all other companies were paying 100 per cent bonuses in the gulf they woke up to the fact that the Union would be or could be of great help to them. It's damn strange that some of these die hards can't realize that if they would join a UNION then they would not have to beg for anything. Oh, well, that's the life of a scab.

One of the delegates from the S. S. (—) which is laying at Miami, called up yesterday, and he said that the Chief Engineer had refused to pay overtime for Saturday afternoons and Sundays. The Chief claimed that the Navy had informed him that there was no overtime to be paid as that ship was there due to the fact that they had ordered it to come in and that was an emergency order. I told the delegate to keep all the overtime

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down and when he arrived here that we would straighten every thing out to the satisfaction of all concerned.

I am sure that some of you Brothers who read this will remember Bro. Perry Roberts who is better known as "Peno". He has changed his name now to Gator Roberts, due to the fact that he was seen with a she Gator on the banks of the Hillsboro river doing the slide on muddy banks. From what I can understand he has been out there so much that he is beginning to get scales on his belly.

"Goat-head" Simmons was seen the other morning doing lots of heavy scratching. There is only one thing that could cause that and I think it's due to the shortage of gasoline, as he can't make it to OLD Man Moses. And the Red Bugs are very numerous in this part of the country.

Quite a few of the Clyde and Mallory ships are coming in here now and the boys are interested in our set-up. I am wondering if it's due to the Logs that we give them. At least they can see the difference in our conditions, and the way our officials go to bat for the Union.

## SAVANNAH

By  
CHARLES WAID

Shipping around the Savannah port continues to be good. Every time the S. S. City of Birmingham of the Alcoa Line hits port I have to spend a couple of days getting enough men together to fill the jobs which are open on her. Have shipped out practically everyone who has been around this hall in the last couple of months. Only have one or two registered in each department on the shipping list and men are really hard to find to fill the jobs which come in.

Looks as if the Watermann Steamship Company is going to take over the S. S. City of Atlanta, S. S. City of Savannah and the S. S. City of St. Louis which did belong to the Ocean Steamship Company. If Watermann takes these ships out I will be needing men in all ratings in all departments. Anyone around the other halls who have been on the beach and want to ship out—there should be plenty of jobs open in this port during the coming week. So you boys who want to ship out come on down to Savannah.

## 2nd Mexican Ship Sent Down in Gulf

The Navy announced the sinking of three more vessels by Axis submarines in the Gulf of Mexico or Atlantic coastal waters. One was a Mexican tanker, attacked in the Gulf, the loss of which was believed to have moved Mexico closer to war with the Axis. A fourth ship, shelled in the Gulf but not sunk, was a Honduran vessel.

Two of the ships whose sinkings were announced yesterday were United States vessels. One was a medium-sized craft sunk in the Gulf, with twenty-one dead or missing, and the other was a small merchant ship whose survivors were landed at Norfolk, Va., with a story of eight dead. Ten were reported killed on the Mexican tanker and one on the Honduran vessel—a total of forty in all.

The United States ship sunk in the Gulf was a cargo ship with a crew of forty, which was torpedoed on May 16, according to the Eighth Naval District at New Orleans. The attack occurred at 10:41 P.M. without warning.

Third Officer John T. Chalmers of Cheltenham, Pa., sighted a torpedo about seventy-five feet away headed straight amidships, and before he could give warning the ship was struck under the bridge. Thirty seconds later another torpedo struck the engine room. There was no opportunity to radio for aid, the ship going down in a minute and a half.

Most of the men killed met their deaths instantly in the first explosion or were unable to abandon ship before she sank. The survivors on two life rafts drifted for four hours and picked up many of their shipmates who were clinging to wreckage.

The submarine did not appear on the surface, but one member of the crew said he had seen a long black shape sink past him while he was still struggling in the sea.

## DO NOT SHIP

JAMES JOHNSON .....P 6982  
JOSE ARANA .....P 2521

# Coast Guard Orders Lookouts Taken From All Three Departments

Admiral R. R. Waesche, Commandant of the U. S. Coast Guard has ruled that additional lookouts needed on ships passing through dangerous waters, shall be drawn from both the Black Gang and the Steward's Department, as well as from the Deck.

The following is the text of a letter forwarded to the Unions which explains his position:

May 7, 1942

Dear Sir:

In order to increase the efficiency of lookouts on vessels traversing hazardous waters and to permit as equitable a distribution of this duty as possible, the following rule was adopted as a part of Title 46, Shipping, Subchapter O, Regulations applicable to certain vessels and shipping during the emergency:

In the case of ocean and coast-wise vessels the master shall, before sailing, ascertain from the routing officer the areas where enemy action may be expected and when the vessel is traversing such waters station additional lookouts. Such additional lookouts shall be selected from the deck, engine room, and steward's department and, if the division of the crew into three watches permits, there shall be at least four such ship's lookouts in order that, if possible, each lookout

may be assigned to a definite sector not to exceed 90 degrees. In the case of a vessel having on board a naval gun crew the ship's lookouts may be combined with the lookouts provided by the Navy Department's general instructions for commanding officers of naval armed guards on merchant ships. When in such areas in addition to the officer of the watch one of the ship's officers shall be in charge of lookouts and shall make frequent inspections to insure the efficiency of the lookouts."

It has been suggested that the deck department only be divided into two watches so that at least four lookouts would be on duty at a time when in dangerous waters. However, it was believed that such an arrangement would work undue hardships on a small part of the crew and the element of fatigue resulting from a two-watch system would reduce the efficiency of the lookouts with a resultant adverse effect on safety. Section 2, 46 U.S.C. 673, permits the master to use any part of his crew when required in an emergency for the safety of the vessel, cargo and crew. Therefore, the above rule permits the master to designate lookouts from the other departments of the vessel so that the spread of the

duty may be obtained. It further provides for the augmentation of the lookouts by members of the gun crew when on board.

You are requested to inform the membership of your organization of the above rule and of the intent thereof which is to increase the efficiency of the lookout by decreasing the sector through which each man must watch and shortening the period of time required to be on lookout, thereby eliminating the effect of fatigue.

Sincerely yours,

R. R. WAESCHE,  
Vice Admiral,  
U.S. Coast Guard  
Commandant

# STORY OF MULLIGAN & HOFFMAN - SEA HEROES

(Continued from Page 1)

afloat. getting the life rafts (if at all possible) was more than a one man job. Moreover, at least two men would have to leave the lifeboat to lighten it enough to keep

There was a pause after Mulligan had spoken. Then Hoffman stood up. He didn't say anything—nor did anybody else. He merely kicked off his shoes and dove into the water. Mulligan followed him.

The lifeboat rode higher now.

The crew rested on their oars and watched the two men in the water. The night was pitch black but the burning ship silhouetted the swimmers. Slowly, clumsily they splashed toward the life rafts that had broken lose from the deck and were now in the water nestled against the hull of the burning ship.

Just as the two seamen were

nearing the rafts a convulsion ran through the listing ship. She lurched upright for a moment, then split in half. With a roar of exploding boilers both halves sank. They sucked down, in a great whirlpool, the life rafts and the men who were swimming to get them.

After the water calmed down a bit, pieces of wreckage bobbed to the surface. But Mulligan and Hoffman never came up.

The lifeboat was still pretty heavily loaded, but she was seaworthy and after 14 days made port.

Mulligan and Hoffman will never be received on the steps of City Hall; they will never have a medal pinned on their chests. But they will be remembered in the hearts and minds of their own people—the men who go to sea.

# Oil Moguls Are Putting Profits Before War; Block Production of Synthetic Rubber

(Continued from Page 1)

companies do not want alcohol made from farm products is that alcohol can be mixed with gasoline to make a cheap and better fuel for automobiles and airplanes. This is being done in Germany, Russia and elsewhere, but the oil companies want no such interference with their gasoline monopoly here.

Hale said that the R. F. C. handed the government's entire synthetic rubber fund to the oil-alcohol combine on the advice of an "impartial" committee "made up of representatives of Standard Oil, Gulf, Universal, and other oil companies."

The "impartiality" of that committee, he said, "reeks to high heaven."

### SENATE HEARS STORY

After the committee hearings, Gillette told this story to the Sen-

ate, and Senator Burton K. Wheeler (Dem., Mont.), declared that "the only reason we are not making alcohol and rubber from surplus wheat is the powerful influence of the oil companies on the War Production Board, the R. F. C. and other government agencies." Senator Joseph C. O'Mahoney (Dem., Wyo.), agreed with and amplified that statement.

Even more sensational was the testimony before the Bone committee by Department of Justice representatives, who told why the dyestuff manufacturers were indicted before a Federal grand jury at Trenton, N. J., this week for a "world-wide conspiracy."

### DYE MONOPOLY INDICTED

The largest and best-known of the eight American concerns are E. I. du Pont de Nemours, Allied Chemical & Dye, American Cyan-

amid, General Aniline & Film, and General Dyestuffs Corporation. Twenty of their top officials, including such "big shot" industrialists as Lamot du Pont, were also indicted.

As "co-conspirators" were named about two dozen such foreign giants as Farbenindustrie of Germany, Mitsui of Japan, Imperial Chemical of England, and Francolor of France.

This world-wide monopoly combine 'exacted exorbitant prices from consumers of dyestuffs, restricted imports into and exports from the United States, and limited production in this country," the witnesses charged. They presented many shocking details. Here is one example:

### GERMANS TO GET PROFITS

Almost all the dyes for American soldiers' uniforms are made by the General Aniline & Film Corporation, which was controlled by German industrialists until Uncle Sam "cracked down" recently and put that company under the Alien Property Custodian. Despite this, the company's profits on dyes for uniforms may be turned over to the German owners after the war.

### A.F.L. ASKS C.I.O. FOR PEACE PARLEY

(Continued from Page 1)

ter. Philip Murray, President of the CIO, is obviously suspicious that such is the case. In talks with his associates this past week, Murray is reported to have said that instead of helping the war effort, the peace move would hinder it because of the problems of disposing of jurisdictional rivalries which would be thrown on the joint negotiation table.

The CIO has promised, however, to study the proposal "carefully" before giving a reply.

# Padway Blasts Arnold's Drive Against Union Labor

Washington, D. C.—The AFL Executive Council approved a report submitted by Joseph A. Padway, counsel for the American Federation of Labor, on anti-trust prosecutions instituted against trade unions by Assistant Attorney General Thurman Arnold.

Mr. Padway listed 38 anti-trust indictments against labor unions. Every case that has thus far reached the Supreme Court, he pointed out, has been decided in favor of the union defendants. Mr. Padway's report continued:

"Despite his highly financed and widely advertised campaign, Mr. Arnold has utterly failed to establish any one of his dangerous legal and economic concepts. On the contrary, the Supreme Court has unmistakably and completely repudiated his theories.

"His reckless adventure in labor

law has resulted not only in a large waste of public funds, but also in untold and unwarranted expense to labor organizations, not to mention personal harassment of labor union officials and the dangerous tendency to undermine the trade union movement in the public eye.

"It would have been bad enough if organized labor had been victimized by a sincere but misguided public prosecutor who mistakenly interpreted the law he was under duty to enforce. But Mr. Arnold has demonstrated quite conclusively that his public office was but a convenient and effective means of seeking to attain his anti-union objectives. The laws of Congress mean little to him, and the decisions of the U. S. Supreme Court even less."

# Plan Barge Building Program To Meet Shortage of Tankers

In an effort to reduce East Coast tanker losses, the U. S. Coast Guard is experimenting with the construction of oil barges which would move from Florida up the coast on the "inland waterway." This plan, it is reasoned, would preserve the deep water ships

from the Atlantic sub pack and would still get sufficient fuel to the middle and northern coastal areas.

To a Senate Commerce subcommittee, Major Gen. Thomas M. Robbins, assistant chief of Army Engineers, asserted that from 49,000 to 50,000 barrels of petroleum products could be shipped daily from Jacksonville, Florida, to Trenton, N. J., but two or three months would be needed to improve the inland route. The waterway would have to be deepened to twelve feet in some places.

The plan also provides for the construction of a pipeline from the Florida Gulf coast to Jacksonville on the East Coast. This would eliminate the necessity of ships sailing around the tip of Florida.

## AVERAGE WEEKLY WAGES—22 INDUSTRIES, FEBRUARY 1942

Shipbuilding .....	\$53.19	Aluminum .....	\$39.39	Retail Trade .....	\$23.67
Engines .....	52.89	Chemicals .....	38.87	Saw Mills .....	23.31
Machine Tools .....	50.87	Building .....	37.17	Canning .....	21.66
Aircraft .....	44.80	<b>Av. All Manuf'g .....</b>	<b>35.75</b>	Cotton Goods .....	20.80
Explosives .....	44.26	Trade (Whl.) .....	34.62	Cigars and Cigarettes ..	19.91
Petroleum Ref. ....	42.61	Coal Mining (Bit.) .....	33.29	Laundries .....	19.83
Elec. Machinery .....	41.10	Meat Packing .....	30.70	Hotels .....	16.80
Steel .....	40.20	Clothing (Women's) .....	25.64		
Health and Decency Budget .....	\$44.00	Bar Subsistence Budget .....	\$29.92		

Source: 22 representative industries selected from United States Department of Labor figures.