

# SEAFARERS LOG

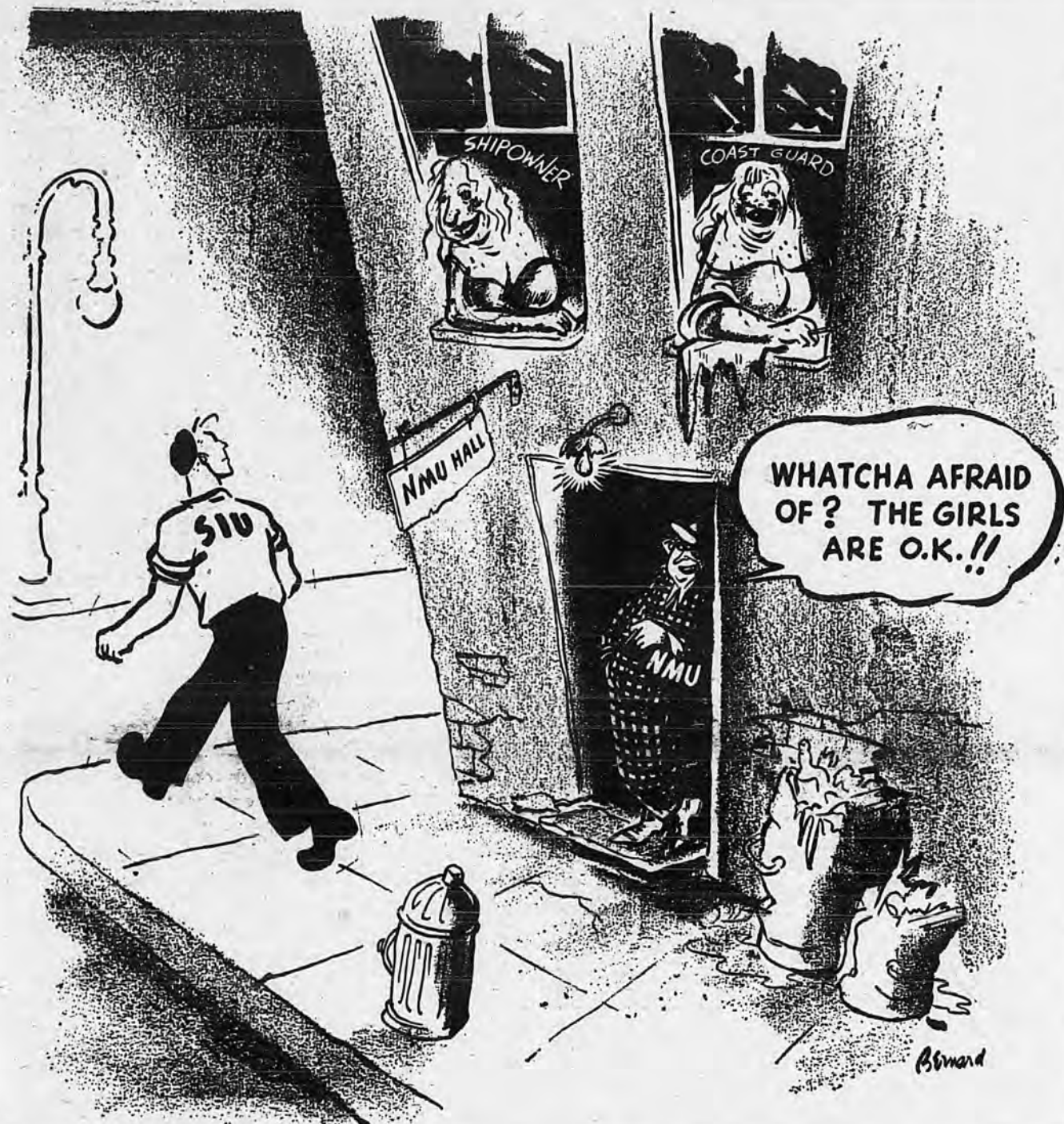


Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 18



## NMU RAISES PHONEY \$200 WAGE DEMANDS TO COVER SELL-OUT

The top leadership of the National Maritime Union is currently engaged in trying to convince the seamen that they have a "program" that will raise the basic monthly wage scale to \$200. We leave aside for the moment their hocus-pocus about "take home" wages which ignores the withholding tax deduction which would reduce the \$200 scale to a much lower "take home" figure. Stripped of its wriggling contortions and verbal gymnastics, the NMU "program" proposes to effect a 100 percent increase in the basic wage scale, to offset the impending bonus cut when the war in Europe terminates.

In an "open letter" sent to the SIU and other maritime unions, the NMU National Council invites "comment and criticism" and wants to know whether we are "for" or "against." Without further hesitation we wish to record our vote "for" a 100 percent wage increase for seamen. It would be difficult to find any seaman in his right mind, who would be "against" doubling his present wage scale. There can be no disagreement on this point!

### BY WHAT METHOD

The question that immediately arises, however, is how are we to go about getting a wage increase. By what method are we to achieve the announced goal of a \$200 basic monthly scale? Unless the proposal is to remain nothing but a pious wish, the question of method assumes paramount importance. It is precisely on this fundamental question that we find sharp differences of opinion.

The NMU "program" outlines a series of steps, which they contend will *guarantee* success. The first step is to get the War Labor Board to apply the 55 cent hourly minimum wage to the seafaring industry. The second, is to enact the Pepper Bill, now in Congress, to raise the minimum to 65 cents. The third is then to get Congress to adopt the CIO proposal for a 72 cent minimum. Even if the seamen got beyond the third step, they would still fall short of \$200 a month.

The gap is made up by some plain and fancy juggling with figures on subsistence, etc., etc. In fact, with all their statistics they never quite get up to \$200. But we won't haggle over a few dollars one way or another. Even if this method only resulted in basic wage scale of \$185.30, which is their top statistical figure for ABs, we would be for it. However, this in their eyes astronomical figure would mean giving up all the hard earned gains in living and working conditions. This we will not do.

### "YALTA MEANS PORK CHOPS!"

How do the NMU wizards propose to solve this problem? Why, they answer, on the basis of Bretton Woods, Dumbarton Oaks, Teheran and Yalta. By "unity," if you please! First, the seamen must win the confidence of the shipowners and their political agents in Washington by promising that there will be no more strikes or stoppages. Then the "friends" of labor in Congress must be rallied to the support of "unity" by adopting the aforementioned legislation. In addition, the YMCA secretaries, social work-

(Continued on Page 2)

## Mine Owners Sabotage Wage Negotiations; Hard Coal Miners Strike For Contract

Government seizure of the nation's hard coal mines loomed nearer this week as union contracts expired and the coal operators continued their stalling tactics in negotiations with the United Miners' Workers.

Meanwhile, a compromise settlement offered by Secretary of Labor Frances Perkins and turned down by the operators, was accepted by the miners.

Mrs. Perkins' compromise proposed:

1. Payment for travel time to the amount of \$1.50 per day.
2. Vacation payments of \$75.
3. Increases of four and six cents in shift differentials.
4. Payment for overtime after 7 hours work, instead of after an accumulated period of 40 hours within a given week.

The operators refused to accept the first and fourth terms, claiming that these would raise the price of coal more than \$1 per

ton to the consumer. The miners maintain that the increased cost would amount to only 39 cents a ton.

A War Labor Board order that the contract be extended for another thirty days was relayed to

### New Lifeboat Is OK'd

A new lifeboat has been accepted for American merchant ships by the Coast Guard, after months of intensive tests. Made of aluminum, the new boat weighs considerably less than a wooden one of the same cubic capacity, and approximately half of a steel lifeboat of the same capacity.

The new aluminum boat is resistant to the corrosive action of the various chemicals found in sea water, and because of its lighter weight, materially reduces the weight installed on upper decks, affecting the stability of the vessel.

both parties, with the proviso that future agreements be retroactive. The alternative was government operation of the mines.

How the situation will develop is, of course, rather hard to say. Both sides are experts at negotiations. The miners, led by John L. Lewis, are one of the most militant labor organizations in America, and seem to be steadfast in their determination not to work without a contract.

The coal operators, among the most reactionary forces in America, are experts in skillful sabotage of orderly collective bargaining procedure, and are using the excuse of a national emergency to try to break the miners' organization.

The threat of government seizure would do the operators little harm, as their profits would go on, in any case. But as Lewis has pointed out in the past, "You can't mine coal with bayonets."



# SEAFARERS LOG

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## NMU's Phoney Wage Demands

(Continued from Page 1)

ers, women's clubs, ward heelers, preachers, in a word, the "public" is to be mobilized on behalf of the seamen. This is the "method" by which the NMU officialdom proposes to win a 100 percent wage increase for the seamen!

We must be pardoned if we appear a little skeptical. Suppose, for the sake of argument, that the methods advocated by the NMU leaders fail to achieve the desired results. What then? Nowhere in the history of seamen's struggle for decent wages, working and living conditions, is there a shred of evidence that the method proposed has worked in the past or will work in the future. On the contrary, bitter experience has taught that the seamen got only what they were strong enough to fight for and win with the aid of their fellow workers.

### DON'T FORGET HISTORY

It is only necessary to recount, briefly, a few episodes to refresh the memory of the Yalta medicine-men. After the last war, the government utilized the apparatus it had built up during the war, to smash the seafaring unions in 1921. From 1921 to 1934 neither Congress, the Administration or the "public" lifted a finger against the brutal exploitation of the seamen by the profit-hungry shipowners. When the seamen struck for union recognition in 1934, the government did everything in its power to help the shipowners smash the strike.

It was only because of the fighting solidarity of the seamen and the shoreside workers that the strikebreaking attempt failed. After the seamen beat off a second attempt by the shipowners to smash the unions in 1936-37 the government again came forward with an attempt to dog-collar the seamen, through the Copeland fink-book. In spite of the sabotage of Curran on the East Coast and Bridges on the West Coast, the seamen fought the fink-book and beat it. From then to the outbreak of the war the government made repeated attempts to smash the union hiring halls by establishing government fink-halls. While the other unions were desperately battling against the fink-halls, Curran and company came out with the slogan: "Pack the government shipping halls."

### AN UNCEASING STRUGGLE

Since the war the seamen had to fight, first, to establish more adequate bonus payments and then to resist unwarranted bonus cuts. The NMU officials sabotaged this fight

"You Got a Future, Kid!—Follow Me!"



all along the line. It is only because the fight was made, despite and against the Curran policy, that the NMU members enjoyed the gains made by other unions. This was demonstrated most clearly in the slogan raised by the NMU leadership in their last negotiations for a wage increase when they demanded that the wage scale be "equalized." That is, brought up to the higher standards already won by the SIU. The whole record proves that, because of the phoney leadership of the NMU, they functioned like parasites, living off the gains made by other unions.

Now they have the cast iron gall to lecture us about how to gain a 100 percent wage increase by the easy, painless, method of writing letters to your Congressmen or electing broken down ward heelers to public office. In doing so they are deliberately creating false illusions and disarming the seamen for the struggles which will inevitably come in the next period.

### INDEPENDENT UNION ACTION

Against this false policy of depending entirely upon shipowner controlled politicians in Washington, we must advocate and continue to practice independent trade union action. By this we mean direct negotiations with the shipowners based upon our own economic strength—our power to strike!

It has been only by strike actions that the maritime unions have been able to force the shipowners to listen to reason in the past. This situation will not change. It will be only by the threat of our economic strength that the shipowners will listen to reason in the future.

It is only along this road that we can hope not only to defend our living standard, but to win further wage concessions to meet the ever increasing cost of living.

## Washington Success Story

Four alternate public members of the War Labor Board, whose job is the freezing of the wages under the Little Steel formula, were promoted to the status of regular members, and had their salaries raised from \$9,000 a year (\$173 a week) to \$10,000 a year (\$192 a week), by an executive order.

We wish these four struggling arbitrators well. The SIU is always pleased when struggling workers pull themselves out of the clutches of poverty. We seamen know how hard it is to live on \$173 dollars a week, we find it hard ourselves, and the extra 19 bucks per week should help ease their way a bit.

We shudder to think of the taxes these hard pressed, and presumably under nourished, bureaucrats will have to pay, and any seaman making \$110 a month caught raising a fuss will have his book lifted.

We have only one question: Did the War Labor Board vote on it?

## From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

I am glad to state that beefs from the outports are very few and far between, and those that I have on file, which have not been settled, are now in the process of being finished up. There is one beef concerning the taking of soundings by Maintenance men aboard a couple of Calmar scows, and I am in hopes of having this beef settled up this week.

Our toughest job is with Waterman, where we have about four or five legitimate beefs, which as yet have not been settled, due to the fact that Captain Perkins, the Company representative, refuses to pay off. His answers on these beefs have been nothing but alibies and noes. However, we have applied the Port Committee section of the Agreement on this bird, and we should meet some time this week. We have hopes that all these pending beefs with Waterman will be settled at that meeting; if they are not, we will bring in an impartial referee, and his decisions will be final and binding.

I am still getting overtime disputes, which are written on ordinary paper or letterhead sheets. We have the proper overtime sheets which have been sent to all the branches, so if any crew member pays off in an outport, he should try to get some of these sheets and copy his disputed overtime on them.

And again I repeat, try to get the signature of the head of the Department in order to verify that such work was done. It is much easier to collect when I have such evidence.

Our Social Register and "Do Not Ship" list will be sent out in mimeographed form to all the West Coast and Lakes District halls this week. We will send supplements to these forms from time to time. Master files, when completed, will be sent to all Atlantic and Gulf branches; mimeographed forms will be sent temporarily.

Like all seamen, I believe in high wages and the best of working conditions on all ships, but I do not believe in sacrificing any of our conditions for a lot of shipowner and NMU promises. My experiences from the 1921 strike convince me very well not to believe in the promises of shipowners or officials who would attempt to sabotage working conditions which were won by good union seamen through action on the waterfront. Yes, two hundred dollars a month is something that no seaman would sneeze at. However, if it means to sacrifice what we already have, then this two hundred a month is shallow in its entire meaning. However, knowing the shipowner like we do, we can rest assured that this pipe dream will fly away on the clouds, and that the only way we will ever get raises, when this war is over, will be through good union militant action as it was in the past.

I, for one, do not, and never have, trusted the shipowner or any stoogie gang of Commies with their pie in the sky prom-

(Continued on Page 7)





By PAUL HALL

Last week when walking down Pearl Street with a couple of the boys, we noticed a fellow standing on a corner right near an unorganized steamship company's office. He had that rather hang-dog look on his face, which is usually characteristic of this particular type.

The thing that attracted our attention first was a piece of paper this monkey had in his hand and he seemed to be hitting everybody who came along the street, (most of whom were seamen,) with a line of conversation. We noticed that whatever guy he was talking to at the moment would listen for a second, then shake his head brightly, yes, and then, after a couple of more seconds, shake his head no and then walk off with the same expression on his face that you usually see on a guy's face after he has turned down a South Street bum panhandling for a quarter. This got the best of our curiosity so we moved in on the guy to see what the score was. This was his story:

"Are you men seamen?" We told him yes. Then out gushed a torrent of words. "How would you like to have \$200 a month wages? We must uphold the Terehen and Yalta Decision. It is a shame we could not have saved Wallace. It will be even a bigger shame if we think of striking in peacetime—blah, blah, blah."

To the uninitiated, this would have been very confusing to say the least, but knowing the spiel that the commies use, we knew about what the next move would be. And sure enough, this brilliant young fellow winds up in a squeaky voice: "If you believe in all this misher, and want \$200 a month, please sign your name here," and here flourished the paper in his hand which was an NMU petition.

To those of you who have not already guessed, this was one of the NMU "organizers" working on the "unorganized." It is no damn wonder that this outfit is rapidly making itself the laughing stock of the labor movement.

To have the stupidity to get out and hustle this kind of crap in the streets in this manner is not only harmful to a guy's personal reputation, but is absolutely disastrous when it is done in the name of an outfit which calls itself a "union." It is damn tough enough fighting the shipowners and the government bureaus without some so-called labor unions in the maritime industry making such jack-asses out of themselves!

~ ~ ~

One of the many points of discussion in the Port of New York is the shipping rules. The dispatchers here sometimes have a hell of a time with fellows who take jobs and then don't show up on the ship to turn to and then to top it all, don't even bother to notify the dispatchers. This causes a hell of a lot of confusion at times and it must be stopped.

The SIU has the most democratic set of shipping rules in the industry and there is no necessity for a man to abuse them or not live up to them in ANY respect. Our responsibility, according to our contracts, is to man ships with competent men, and to man them within a certain period of time. It puts us in a hell of a weak position if our members do not take these jobs and turn to when they should. Even though the percentage of men abusing this rule is very small, it should be remembered nevertheless that ANY abuse of this rule affects the welfare of every member of this union and all of us must realize that our shipping rules, to be kept democratic and to be protected, must be lived up to.

~ ~ ~

In response to an announcement made by the Seafarers, unorganized seamen from various outfits are coming up every day to look over our union hall. These men come from all outfits and it is interesting to watch their reactions in seeing how a union operates. For instance, the other day we had a large group of Isthmian Line men up to look the joint over and they were very impressed with the set-up.

What struck most of them was the manner in which the membership's overtime disputes and beefs were taken care of.

These fellows will be coming up now in even greater numbers to see how our outfit works, so all members and officials should talk to them and give 'em the dope on the Seafarers and the manner in which we operate, as well as any information they may care for regarding our contracts. Most of all, we should show them how our membership's problems are handled, and in this manner, they will know what belonging to a union can mean.

Let them see for themselves the benefits of trade unionism in action!

## Dispatcher Gonsorchik Weaves A Dream

### Job Jumping Senator Gets Big Wage Hike

WASHINGTON — Just three weeks ago Congress resounded to impassioned oratory on the desperate need for freezing war workers to their jobs.

The echoes had hardly died down, the nation was still at



war, and the shape of the peace yet to be decided when Sen. Albert Chandler (D., Ky.) threw over his duties as Senator to take a \$50,000 job as baseball "czar."

WLB officials admitted that the Little Steel formula had no bearing on this 500% wage increase from \$10,000 to \$50,000.

### PAYS TO ADVERTISE

A man wrote to a Montreal newspaper:

"Thursday I lost a gold watch I valued highly. I advertised in your lost and found column and waited patiently. Yesterday, I went home and found the watch in another suit. It certainly pays to advertise."

### LOVELY NUMBER



Whether you admire the girl or the sunsuit—the effect is pretty nice. The gal is Ella Raines of Universal Pictures.

NEW YORK CITY, May 1—The mystery of the three missing stock brokers, who have been the objects of a three week, country-wide search, was solved with the delivery of the following telegram to the SIU hall today:

Docked at ..... (Name of Port censored) today. Gonsorchik lied. Gonsorchik is a ..... (three words censored). No hula girls. No sunshine. No moonshine. Not even beer. Only rain. And soogeeing yesterday, and today, and sure thing for tomorrow. Tell Gonsorchik ..... (10 words censored).

Signed  
(Names withheld by the Editor)

And so now the story can be told.

It was a warm, languid day. The boys lolled around the second deck dispatching, dreaming soft, smooth, blonde dreams; and cold, wet beery dreams. Nobody looked at the board. Nobody cared.

Back of the counter, clutching the microphone with the technique of a Sinatra, was Paul Gonsorchik, just as languid, just as dreamy. He didn't care either. He'd just as soon be in Central Park with his beautiful wife.

But Paul is a man with an eye toward his duty. He looked at the board, and winced—the SS Bayou Chico looked back at him with a smirk. Go on, it seemed to say, fill me up. Now, even on good days, the Bayou Chico is something to fill. Nobody wants any part of it.

But Paul drew him a deep breath; his duty was plain, and he was man enough to do an unpleasant job. He grasped the mike firmly, and spoke up in a soft lilting voice.

"Okay, fellows, here she is—the Bayou Chico, the ship of your dreams. The one all seamen look forward to — the south seas special, straight to the land of everlasting summer, of soft breezes caressing your brow while you rest under a palm tree.

"Three beautiful maidens to smooth your brow. Three beautiful maidens to dance for your delight; Three beautiful maidens to —"

And on he went. His voice grew stronger, and his spiel more alluring. The men on the benches woke up and listened rapturously. Gonsorchik was weaving a deep spell, and men could smell the wild exotic flowers of the Pacific islands, and could actually see, tantalizingly out of reach, slender grass-skirted maidens floating through the air out through the open windows.

There is no telling what would have happened had this continued. Slowly the men approached the counter, to put their books in for the Bayou Chico; Paul himself was about to put in for it—when the men were brushed aside by three wild-eyed brokers who, hearing Gonsorchik's dream melody in the streets below, rushed in demanding to ship on the Bayou Chico.

The SIU men awoke from their dreams sheepishly. They swept the hall clean of the assorted brokers and financial tycoons, and deposited them back on the street.

That's all we know. How these three brokers ever got to the

South Seas is something we can't quite figure out—but they didn't get there on the Bayou Chico. So



it must have been a scab ship, and it serves them right.

So that's all there is, except that Gonsorchik is asking to be transferred to Galveston, before three bedraggled, disillusioned brokers, snared by the song of a spring-fevered dispatcher, hit the shore.

### Maritime Service Quits Recruiting Men Under 26

WASHINGTON, April 25—The Maritime Service has stopped recruiting men 18 through 26, it was disclosed today.

The effect is to leave men in this age group in essential war jobs, or available for the armed forces.

In general, the new regulation is in line with one which was discontinued about eight months ago when enlistments were opened to men 17½ to 50 years of age.

Under the new regulation, the Maritime Service will accept men between the ages of 17 years, 9 months and 50, exclusive of the 18 through 26 age group.

### You Can't Work On Fish

The Atlantic Fishermen's Union (affiliated with the SIU) was turned down by the WSA in their quest for a larger meat allotment. The union has been claiming that the work is so strenuous that the men cannot work efficiently at the present red point ration allowed them. They were directed to the OPA, under the excuse that fishing boats do not come under WSA jurisdiction. The OPA turned down a similar request last January.

Several boats remained tied up in Boston and New Bedford because of lack of red points.

### Final Departure

The Seafarers International Union and the Port of Baltimore regret to announce the passing of Brother James McCaulley, an old time member of the SIU.

Brother McCaulley was formerly Patrolman in Baltimore and held book number 1. He was very active in the early days of the union and instrumental in its growth.

Brother McCaulley passed away in his sleep, and was buried by his friends.



# SIU Founder Honored In Congress

Andrew Furuseth, founder of our union and known to all as "the Abraham Lincoln" of the seamen, was honored in Congress last month by Senator Harold H. Burton, of Ohio. Senator Burton eulogized Furuseth's leadership of maritime labor and praised the legislation won by Furuseth which removed seamen from the status of slave labor.

Following is the text of Senator Burton's remarks on the floor of the Senate, and the extension of his remarks as printed in the **Congressional Record**:

## Tribute to Andrew Furuseth EXTENSION OF REMARKS of

**HON. HAROLD H. BURTON**  
of Ohio

In the Senate of the United States  
Monday, March 12, 1945

"Mr. BURTON. Mr. President, recently as a member of the Board of Visitors on the part of the Senate I visited the United States Merchant Marine Academy at Kings Point, N. Y., and I noticed among those especially honored was Andrew Furuseth, who during his lifetime has contributed greatly to improvement in labor conditions of seamen of the United States.

"I have been advised today that this is the ninety-first anniversary of the birthday of Andrew Furuseth, and I ask unanimous consent that there be printed in the Appendix of the RECORD a memorandum with regard to his career, which has been obtained from the library of the American Federation of Labor.

"There being no objection, the memorandum was ordered to be printed in the RECORD as follows:

"Andrew Furuseth, president of the International Seamen's Union, was born in Romedal, Norway, on March 12, 1854, the son of Andreas Nielsen Furuseth and Martha Jensdatter. He was the fourth child of eight born to them. The family was very poor, according to Mr. Furuseth, and at the age of 8 he was fostered away from his parents until confirmed.

"Mr. Furuseth went to sea in 1873 and sailed successively on Norwegian, Swedish, English, French, German, and American ships. He came to the United States in 1880 and almost immediately began his agitation for a change in the status of seamen. In 1887 he was elected secretary of the Pacific Coast Seamen's Union, subsequently named the Sailors' Union of the Pacific, and at that time an organized struggle was initiated to change the status of seamen from what approximated serfdom to a standard of comparative freedom.

"As early as 1890, when Mr. Furuseth was a delegate to an international seamen's conference at Glasgow, he championed his views on the freedom of the sailor.

A detailed story of the life accomplishment of Mr. Furuseth is told in a book called *The Sailor's Union of the Pacific* by Dr. Paul S. Taylor, of the University of California, published in 1923.

"Mr. Furuseth began his work in Washington in 1893 and successive sessions of Congress by a series of legislative enactments

responded to his seemingly irresistible pleas for freedom for seamen.

"It should be noted that until success crowned Mr. Furuseth's legislative campaign American seamen could not strike after signing of shipping articles. The penalties for striking or quitting the ship had been unchanged for centuries, and it was Mr. Furuseth's self-selected task to abolish these penalties.

"The principal laws passed by Congress to bring about these changes are:

1. The Maguire Act of 1895.
2. The White Act of 1898.
3. The La Follette Act of 1915.

"By the passage of these measures American seamen were by degrees made freemen and now have the legal right to quit their jobs in any safe harbor anywhere on earth.

"It is significant that although 22 years have passed since the enactment of the La Follette law no other nation has to date granted the same rights to seamen.

"Probably the principal episode in Mr. Furuseth's life was the preparation and passage of the La Follette Seamen's Act of March 4, 1915, which virtually completed his life work of making the American seaman a free man.

"Mr. Furuseth prepared most of the data for the committees of the House and the Senate and submitted numerous pamphlets, of which he was the sole author, in support of this measure. At that time, this legislation was criticized as being inimical to American shipping but since the passage of the act it has been recognized by shipowners that it was a much needed reform.

"For many years past Mr. Furuseth has been president of the International Seamen's Union, with headquarters at Washington, D. C., where until recently, he has been in constant attendance at congressional committees on behalf of seamen. He was largely responsible for that portion of the Jones Act of March 5, 1920, which gave added benefits to seamen, and never until sickness compelled him to retire did he fail to raise his voice for those who go down to the sea in ships.

"The principal accomplishment of Mr. Furuseth can be said to be that in an entirely unselfish manner he has, almost single handed, been responsible for changing the legal status of seamen in the United States from that of a comparative serf or peon to that of a free-born American citizen. This reform he has accomplished in a lawful manner. He has addressed himself to the agencies of law and order that are in existence in the United States. He has convinced Members of the House and Senate of the justice of the seamen's cause and, accordingly, the statutes of the United States

have been amended so as to provide for the freedom which the seaman of today has.

"While having only an elementary education, Mr. Furuseth, by self study, became a learned and cultured student of the law and of economics. He is the author of innumerable pamphlets which have been submitted to the respective bodies of Congress in support of seamen's bills, as well as articles in technical, professional, and trade magazines.

"Mr. Furuseth attended numerous international conferences and was a respected and beloved delegate to the conventions of the American Federation of Labor ever since the International Seamen's Union became a part of the American Federation of Labor in 1892.

"During his long period of association with the seamen's union, Mr. Furuseth consistently refused to accept more than an absolute minimum salary to enable him to keep body and soul together. His labor has been entirely unselfish, and for nearly a half a century his every effort has been a disinterested one to elevate the status of those who man our ships.

"Mr. Furuseth often told his intimate friends that the only person who was really independent was one who had nothing and wanted nothing for himself. He, himself, lived that sort of life."



**ANDREW FURUSETH**

## LABOR ABROAD

### FRENCH SEAMEN

(ITF) The New York Section of the French Seamen's Union, an affiliate of the International Transport Workers' Federation, organized just three months ago, has made rapid achievements for its membership.

In addition to the many individual dispute cases successfully solved on board French ships, the following general improvements have been obtained for the French Seamen of the New York Section:

- 1) **Shore Allowances**—All French seamen in the United States will now receive \$4.50 per day for food and lodging. Until now, this allowance was received only by the crews of two ships.
- 2) **Paid Vacations**—All French seamen having a family in the United States will now receive a vacation schedule of two days a month.
- 3) **Food**—Up to now, there was a distinction made on board French ships between officers' and seamen's meals. After union action was taken it was

agreed that ALL men aboard ships are entitled to the same food.

- 4) **Added Indemnity for Seamen's Families in France**—French seamen in the United States hospitalized or waiting their turn in the pool, who are sending family allotments to France, will now receive an additional \$2.80 a week to cover the increased cost of living.

### GERMAN MINERS

German miners in the city of Alsdorf have installed the first free workers' committee in Germany. "The members of the committee are former anti-Nazis, and since they enjoy the confidence of the miners, they have been approved by the Allied authorities," according to a report. "The headquarters of the committee are in the executive office building of the mine. Whoever enters it salutes with the traditional miners' greeting, 'Good luck' (Glueck-suf)." The Nazis had forbidden this greeting and had insisted on "Heil Hitler."





## THE MEMBERSHIP SPEAKS....

### Crew Of SS Benjamin Bourn Condemns The Sloppy Mate

Everyone connected with ships in America knows by actual experience, or has heard of, the terrible conditions that existed on them during the early dark ages of shipping. Today, after years of bitter struggling, the shipping world observes in envy and admiration the living conditions on board an American vessel. Company and union, officers and seamen, have arrived with a great measure of success, at a mutual understanding and relationship which is typical of the American way of life. However, during these days of chaos and labor shortage, there enters into our branch of work new and inexperienced faces. Some of them are competent; others are not. In our specific beef we are going to relate upon what we think to be incompetence on the part of Mr. Bernard L. Schein, working in the capacity of chief mate on board the SS Benjamin Bourn on her 9th voyage.

It is not very difficult to sympathize with the enthusiasm and ambition which burns in a young mate's heart when he is bending his fervent efforts to prove his mettle to the company by officiating in money saving devices. That is all very well, but unfortunately the chief mate's methods in money saving provides a menace to the health of the seamen.

For many weeks on the voyage of the Bourn the garbage accumulated to unsanitary proportions which provided the seamen with flies and filthy odors. Either through gross neglect or a calloused indifference for the comfort of his shipmates, Mr. Schein has fallen far short as an officer. On several occasions the garbage was dumped by seamen on the 4 to 8 watch, at night in the proper waters, because of the unbearable filth that accumulated and they put in for overtime. The chief mate said the men were not authorized to do so and accordingly wrote "dispute" on their overtime sheets.

There are many complaints that have multiplied to the chief mate's disadvantage, but we the

#### Greetings To Members

The gang on this ship, now at sea, sends their best regards to all the SIU men and wish them smooth sailing. We are also submitting a poem which is dedicated to the heroic dead of the SIU, and in memory of the living which unflinchingly continues to deliver the war goods, in spite of shell and torpedo.

Fraternally  
D. E. JONES

(The poem will appear in a future issue of the Log—Editor).

crew are willing, in the face of his youthful incompetence, to ignore them and place the beefs in the petty class. However, we cannot be submitted to the unsanitary conditions that has existed on this voyage.

We have an illustration enclosed depicting the usual array of garbage on the port quarter of the SS Bourn. This particular scene was executed by a Philadelphia artist (a crew member) at Port Said, and the signatures attached give witness to the fact that the drawing is the actual condition that existed there without any exaggeration whatsoever. For further proof, the Coast Guard officer at Port Said can be consulted. This man was shocked at the sight of this scandalous display of garbage and ordered the chief mate to dump it as soon as possible.

We ask you in the name of human decency, for the prevention of rat and fly multiplication, and for any possible disease that can arise as a result of this negligence, to put a definite stop to this sort of practice. Namely: to have garbage accumulate and then have it dumped in order to save money. For health's sake garbage should be dumped daily whenever conditions permit it.

WILLIAM PELLICONE  
LAURENCE MAKOWKA  
ROBERT LINDSAY  
JOHN BANACH  
W. A. PERRY  
WALTER LAPSHAS  
GEORGE LAPSHAS

## 1,500,000 Seen Losing Jobs In 6 Months After V-E Day

### SOS—SOS

A leaky craft and a rising sea—  
"Ahoy" shouts Hamhead, "Listen to Me!  
Rush forth, ye Commies, and plug up the leaks  
The water is rising to the seat of my breeks.

"Flash SOS signals to Union Square  
We need fresh stooges, they've plenty to spare.  
Heave ballast o'erside; give publicity wings!  
And pray to the Kremlin that succor it brings.

"We toss in the darkness in one hell of a fright,  
In fear that our members may all see the light.  
So send up a signal, see that color's NOT red  
And the Bosses shall tow us to safety and bed.

"Nothing in sight but the rising sea,  
A perilous voyage as with treasure we flee.  
We are far from a port, the "brains" growing wild  
Shipowners! Shipowners! Oh, save now your child!"

It's the NMU scow on a mountainous sea—  
"Ahoy!" shouts the Hamhead! "All listen to me!  
The Commie Brigade to the buckets and leaks!  
The water is rising to the seat of my breeks."

—OLDTIMER



### Dog Hits Beach—Beach Hits Dog

#### STEWARDS IS PRAISED

S.S. Rufus E. Foster  
At Sea  
April 12, 1945.

Dear Sir and Brother:

We are nearing the completion of our trip on the S.S. Rufus E. Foster, Mississippi Shipping Company, out of Boston, February 1945. As time is plentiful and heads are clear, we are sending this communication commending brother James Coyne, who is sailing in the capacity of Chief Steward, on this vessel. Everyone aboard, including the officers have nothing but praise, for the Steward Department, and the way in which it is run under the very capable supervision of Brother Coyne.

Aside from his work as Steward, his amiable personality and his jovial mannerisms helped to brighten up the dull and monotonous parts of our voyage.

We, the undersigned, would like to take this opportunity, to give a vote of thanks to Brother Coyne and the entire Stewards Department.

Fraternally yours

Robert J. Jones, 10320-A; Robert Arelque, 32367; Joseph Alves, 20586-A; Edward A. Lane, A-1527; Raymond Rousseau, 33840; Maurice G. Varney, 58763; Edward C. Franlon, 32506; Scaturro, 32065; Joseph A. Grondin, 43045; Walter A. Foster, 23872; Charles Kastsonis, L3854; A. R. Wood, Jr. 30794; A. M. Moyer, 41762; E. E. Roberts, 29350; E. J. Weber, 32888; Jeremiah McCarthy, 25625; Carl Pearson, 27332; Paul Carroll, 49424; George C. Fohy, 25391.

A little grey dog hit the beach and set out to see the town. And we do mean a dog, the four legged kind. Belonging to Brother Johnny Haggie, or viceversa, the neat, clean, small fox terrier went to town with a vengeance. We don't know whether he got gassed up or not, but the Charlestown cops picked him up, and he spent the night in the brig.

Because his fancy hand-



tooled collar, carrying tags with the inscriptions, Khorramshahe, Persia; Aden, Beira; Capetown, Trinidad and the U. S. Merchant Marine, clearly stamped him as an old salt, the police held him and did not turn him over to the ASPCA.

Brother Haggie saw the story in a Charleston paper and bailed him out. We don't know what he told him, but it must have been plenty.

Do dogs have hangovers?

#### BACKFIRED

Seeing her former boy friend at a party, a girl decided to snub him.

"So sorry," she murmured when the hostess introduced him, "but I didn't get your name."

"I know you didn't," said the unabashed young man, "but you certainly tried hard enough."

WASHINGTON (LPA) — Production cutbacks that will throw some 1,500,000 workers out of their jobs during the six-month period following V-E Day are now practically taken for granted by War Production Board officials.

Even this estimate may be too low, however, it is admitted. The 1,500,000 figure is based on a 10-12% cutback but some WPB authorities believe that the total will be closer to 25% during the first few months after V-E Day.

In spite of this, however, top WPB authorities insist on referring to this unemployment as "frictional" — expected to last only until the resumption of civilian production can absorb those laid off. A current WPB memorandum admits that the period between the layoffs and resumption of civilian production at even the limited rate at which many sections of industry say they can move will be two to six months, with the longer period given as the probability for the major part of the reemployment.

Many such cutbacks and cancellations of contracts were announced during the past fortnight, particularly in aircraft and shipbuilding. More such reductions are on the way—in radar, radio, artillery, communications equipment, tanks and certain other munitions, authoritative Washington reports indicate.

WPB economists estimate the cutbacks during May will result in the layoffs of 300,000 workers.

Behind these cold, hard figures is, of course, the human problem of jobs for workers laid off. So far, relatively little has been done by either Congress or the Administration to take up the slack, union spokesmen point out.

In conferences with government officials, unions have been insisting that an orderly reconversion program be worked out, so as to facilitate the shift of laid-off workers to civilian production without undue delay.

#### OPA Shoe Ration Regulation

Merchant seamen who apply for a shoe ration must submit their discharge paper to the board, according to a new procedure initiated by the OPA.

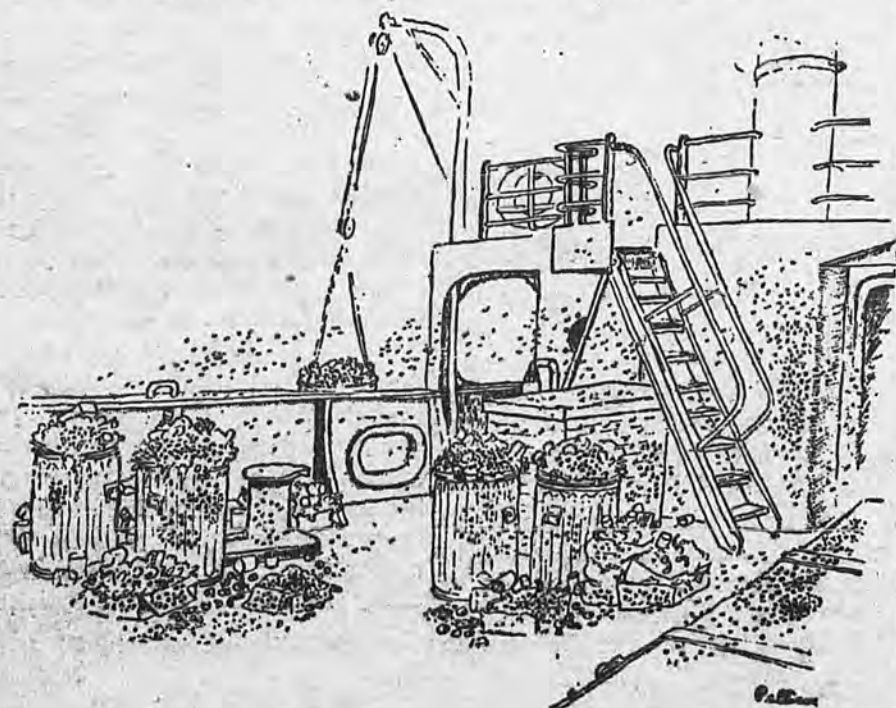
In those instances where a seaman does not have a discharge, he must have a letter from the company employing him, stating the length of time he has been at sea on the last trip and confirming the fact that he is still in its employ.

#### Keep Yourself Posted

Maybe you won't know what you are drinking, but you should know what it costs and how much of it you're getting.

The OPA regulation which went into effect last week requires the costs of drinks and the number of ounces served be posted above the bar. The regulation should strip these phony-bottom glasses down to their fundamentals.

Keep your eyes open, and make sure the sign is posted. Then compare what you get in one place with what other places sell. Get what you are paying for.





## TAMPA

In the past few days we were seeing quite a few of the Tampa boys coming in from long trips. Red (Canteen Slim) Wilson has arrived upon the scene with all his meat choppers missing. We are just wondering if that is for professional reasons, or could it be from talking when he should have been listening; anyway we are always glad to see him.

I understand that (Two Ton) Foghorn Charlie Simmons has arrived, although I haven't seen him yet. He was seen buzzing the gals at the Old Fort yesterday and catching up on some of the drinks that he missed while gone. It is always a pleasure to see and shoot the bull with the old timers, as they always have some great tales and yarns to spin.

We have the concrete floating sidewalk (Chantlier) in. She is in the drydock for repairs. That damn ship is almost as bad as the Brandywine for bum beefs. The skipper and mates and engineers must think that they are kings; every day there is some kind of trouble on her. The latest one is this: On night watch there are two men, so one of them asked the other one to stand his watch for him; which he did. Lo and behold, I got a call from one of the office punks, and he tells me that this brother is fired and to come down to the office for his pay. Then and there I blew my top and informed the so-and-so that I didn't have any more men to replace this brother and I would have to call Savannah, Norfolk or New York for a replacement. This didn't suit him so well so I can't repeat in this article the rest of the conversation, but the result was that the brother went back to work the following night.

I want to thank Brother Stone in Galveston for the manner in which he unloaded the NMU punks off the Brandywine. He did a bangup job, and now we can keep her in good shape.

Brother, if you are ever in Tampa and need a good sea-lawyer just call on me. In the last two weeks I have attended more court sessions than half the lawyers in town. The reason — it seems that all the boys are taking on too much block and tackle liquor, and then John Law takes them to the hoosegow. As soon as I arrive I begin to get calls from the county and city jails stating that one of your members is locked up; come and get him. This has happened at least twenty times in the past two weeks and some of them are two and three time losers. Oh, well, I may study law some day so the experience will be of some benefit.

D. L. PARKER, Agent

## SAVANNAH

That ship we waited so patiently for finally got here and paid off and took about half of the men off our shipping list. An SUP ship paid off down here two days later, and that meant eleven more jobs. I couldn't get enough men here, and had to ask my sidekick in Charleston for three ABs. He shipped them down right away so we managed to get crewed up without the assistance of our not so highly esteemed WSA.

I also had a few replacements to make on another SUP ship which was in transit. But now the situation looks bleak again.



I received official notification that a new ship was to be ready on April 20th. This is the 27th and I'm still waiting. Unofficial sources which seem to be better informed say that the date is more likely May 20th.

We had another meeting down here which means we are battling 1,000. Somebody said Savannah was no longer on the map and that the boys down here don't want meetings. Nothing could be further from the truth. We pack in so many that we don't have enough chairs to seat them all. And it's not just to retain their places on the shipping list either, because we seldom have enough men on the list to make any one wait very long.

The SUP ship I paid off deserves a word of praise. It was the SS Sarah Hale and she came



in without a beef. The delegate had it all squared away and the quarters were newly painted and clean. I mean really clean. No dirty gear laying around for the next crew to clean up. It was a pleasure just to walk aboard.

One of our boys is being transferred from the Savannah Hospital to the one in Fort Stanton in New Mexico. His name is Rembert Goodloe. If one of his friends or shipmates should read this, drop him a line. The guy is lonesome and a letter now and then would mean a lot to him and only take a few minutes of your time.

We have our hall painted up now and it's beginning to look like a union hall should. And I know the boys like it much better than they did. When you come down you will, too.

ARTHUR THOMPSON, Agent

## GALVESTON

Shipping and business very slow during the past week. There are plenty of men in all ratings here in Galveston. Ninety-one men on the beach at present and more coming in every day to register.

The SS Brandywine came into Texas City again and called for 5 replacements which we filled, but in order to complete the crew it was necessary to put 3 trip-card men on this ship again. This stinks when there are 91 members on the beach.

During the past three weeks every ship that has left this area has gone out short handed due to the fact that at the last minute some member of the crew deserts, thereby working a hardship not only on the remaining members of the crew but puts the union on the spot.

The sooner that the membership wakes up to the fact that there will be few, if any, new ships out of these yards and takes

the jobs as they come in the better it will be for all concerned.

Had one Coast Guard case this past week, a case of desertion. I defended the man and managed to save his papers.

The sun is shining on both sides of the street down here in Texas, and the beaches are all opened so perhaps that accounts for the men not wanting to take a ship out. That and the fact that all the jobs that I have had recently were on ships that had made one or more trips. Do the ships have to be new in order for men to take jobs? Looks that way to me.

D. STONE, Agent

## NEW ORLEANS

Things have been a little quiet here this week as far as shipping is concerned, but your Agent and Patrolmen have been busy making the ships in port to settle minor beefs on the working rules.

Had a Waterman C-3 in port for the past two weeks and had a beef on her regarding quarters for the deck and engine gangs. It seems when they build one of these wagons the question of quarters for the man who sail these wagons is completely forgotten and everything is figured out for the comfort of the Ice Box Commandos. We tried to get some of the extra unused rooms marked Gun Crew, but the Navy refused to let go, although the only thing in these rooms is Navy baggage. So the Deck Maintenance men are still quartered with the watches, also the Wipers are put one in each watch foc'sle.

The set up now is one Oiler, one Fireman and one unlicensed junior in the same room together with a Wiper, making four men to a room the same as deck.

Shipping for the coming few weeks looks good here from all we can learn as a lot of ships are due here in the near future.



The circulating air system has been installed and the hall is now a lot cooler, and any of the brothers who have been in New Orleans in the good old summer-time know that it gets plenty hot here.

We notice that with the new set up on the meetings that the hall is crowded on Wednesday and the brothers are really taking an interest in their union now. Good work and keep it up.

The Agent here has been busy as a bee, getting the various companies to understand that the old slipshod methods used in the past are definitely out and a new order is in effect.

Now that the defense plants are laying off men a lot of the old Gulf Numbers are showing up around the hall. A lot of them

have let their books go in bad standing, but most of them come in and pay up in full. Some want to be re-instated under Art. 7, Sec. 1 of the constitution, but the meetings here feel that they should pay everything before shipping, as they have been making good money all this time, while we were taking our chances with the torpedoes.

We still have the phoney RMO pulling their hair because we don't have to call them for men, and they don't know what to do with all the stooges they have on their payroll. Let them sweat.

We just received an invitation from the phoney United Seamen's MIS-Service to attend a luncheon at the Hotel Senator (a USS flop house), but we told them we were too busy holding and improving our working conditions to bother with them.

E. S. HIGDON, Agent  
G. MASTERSON, Patrolman  
L. CLARKE, Patrolman

## BOSTON

All hands and their cousins are just about getting over the blind staggers from the effects of thirty-four arrivals within the past three weeks. Ten West Coast ships are included in the above figures and I regret that we could not contact all the West Coast



ships as our territory runs from Rhode Island to Maine. Nevertheless, all the ships' delegates on SUP vessels phoned the hall upon arrival and we gave them as much information as possible. Several trips were taken to Portland, Maine, as we had four arrivals in that port within a week, namely three Alcoa and one Waterman.

On the SS MacLennan, Waterman, that paid off in Portland, there were several beefs which could not be settled on board so they were sent to Louie Goffin in New York for settlement and I just received a letter from Goffin that he could not collect on these beefs. (New Orleans please take notice.) These beefs involved the 2nd Cook and the Oiler.

I was informed that we can expect weekly arrivals at Portland, Maine, during this summer.

JOHN MOGAN, Agent

## PHILADELPHIA

Well, here we go again, doing business at the same old place. Business and shipping is still good. We had eight ships in port last week, two payoffs, six in transit. Business for the coming week does not look so promising.

The prize package of the week which I believe is of interest to the membership was the case of Leonard S. Binning, AB, on the SS Noonday of the Waterman

Steam Ship Company, who was fined four days' pay, the total of \$14.67, for wearing a high pressure hat while on duty aboard the ship. The captain, Stephen H. Elloit, claimed that Binning's refusal to take his hat off when told to do so, constituted the willful disobedience of a lawful command by the master. (Stop, captain, you are breaking my heart.)

It appears to the writer that there are things of far greater importance than logging a man for wearing a high pressure hat, and captains like this one should remember the days when they were uniform struck. Of course, we don't condone the wearing of uniforms in the merchant service. However, as there is no law against this practice, we think the captain has exceeded his authority, and the commissioner here agrees with us.

Well, I guess I have said enough for this time. Will try to do better next week.

HARRY J. COLLINS, Agent

## NEW YORK

The past week in the port of New York has been steady with 26 ships being paid off and 31 signing on. The crews of most of these ships should be highly commended for the way that they conducted themselves on the trip and at payoff time. As long as this keeps up we can maintain union conditions.

The new membership is beginning to realize that there is more to being a good union man than paying dues and collecting overtime.

The SS Thomas J. Lyons of Smith and Johnson was paid off by Patrolman Colls and myself. The entire crew was there in a sober condition. Delegates in all three departments had all the union books marked where they were to be paid and all their beefs were in writing that could easily be understood. They were all paid. The ship paid off in 30 minutes.

South Atlantic SS Company had the Leacock, James Swan, Lyman C. Hall. They were all clean payoffs. We also had the SS Thomas Wolfe that was out about 13 months. She was an exceptionally good payoff.

The Calmar SS Company had seven ships paying off. One of them being the SS Mangor which brought in a strange beef. She was rammed on her way out. Some of the boys got excited and jumped over the side. The rest of the crew put in for the division of wages while the rest of the men were absent from the ship.

All of the companies for which we are contracted have ships paying off here, everything was settled at the point of production.

One of the hardest things to get in this port is a balloting committee. It is surprising how some of our worst beefers on overtime, etc., that involves them, lose their militancy when it comes time to do something for the organization.

The absence of uniforms around the New York hall is obvious. Although this is a democratic organization and it is agreed that a man has a right to wear any kind of clothes he likes, it is to be remembered that a uniform is a forerunner to regimentation in every instance, and the quicker

(Continued on Page 7)



## Around The Ports

(Continued from Page 6)

our new membership realizes this and sheds their monkey suits and scab provisions for dungarees and union conditions, the sooner we will have a stronger organization.

J. P. SHULER, Patrolman

This week's shipping is extremely good. As a matter of fact, it's so good that it looks like we will have some difficulties in manning them. So if there are any of the boys up and down the coast that wishes to get out fast, New York is the place to ship out of.

I wish to thank the membership for the cooperation the dispatchers are receiving in shipping out and letting us know when you don't take the jobs. It makes things easier, shipping becomes smoother, and there are less registered complaints.

We are having a few Moran deep sea tugs in, and a few tankers—so, boys, how about those jobs? Twenty to thirty ships are on the board. That's a lot of ships, eh, what? Anyhow, we are pretty sure to fill them out. As a matter of fact, we will have to, but it will be tight. Those men that we had sent to the Pacific Coast and the Lakes had put a slight drain on us, but with the desired cooperation, we will manage. Even if the boys take some of the jobs for several days, 'till some are tired of the beach and decide to head out for the deep, it lessens the pressure.

Blackie Gardner, our night Dispatcher, shipped out to the West Coast last week. We'll miss him, but I see quite a few of the old timers are rolling in of late. Some days it's like old times.

I would like to state that the membership should take more interest in voting. The ballot committee will be in session on the third floor, and it's to your advantage to get interested in the various proposed changes and amendments in your constitution.

And don't forget, as Red Truesdale, our Dispatcher, puts it, "You are missing the opportunity of a lifetime that presents itself. And what do you do—you pass it up. So you'll be sorry when you get that 1-A classification. A short step from the Army and Navy."

Study your shipping rules, your constitution and your contracts with all the companies. By knowing them, you help your Patrolman out on payoffs.

And take a ship, forget her hips, and back on your arrival, just give her your lips.

W. PAUL GONSORCHIK,  
Dispatcher

### BALTIMORE

Shipping is off somewhat in this port and the beach lists are longer than they have been for some time. The Liberty ship program ended some months ago here and we have not been getting many Victory ships lately, due to the Navy taking some of them. Reports are that others are being taken to Wilmington, Del., to have diesel engines installed.

The new ore boats, supposed to be the biggest things afloat, are way behind schedule due to the yards concentrating on the tanker output. But with tanker production cutback as it was last week, maybe we'll get the first of the ore boats soon.

Loading of grain and other peacetime cargoes is picking up in the port and although a lot of ships will be in transit from their signing on, port business in this area will boom throughout the summer. The ships are making much quicker turnarounds in port nowadays, and some of them just about get the crew paid off for one voyage when they start off on another.

The construction men are working on the new offices and social rooms for the hall here and they ought to be finished within a month or so. The three Patrolmen and myself were duly sworn in and obligated into the Central Labor Council last week. That gives us four votes in the near election and assures us of full support of the Central body any time we need it.

WILLIAM McKAY, Agent

### CRIME PAYS!

HARTFORD, Conn. — Further proof that the maxim, "Crime doesn't pay," does not apply to black market operators:

William H. Warren, president of a liquor rectifying wholesale company, cleaned up nearly a million dollars by adulterating liquor and selling it above ceiling prices.

Indicted for conspiring to violate OPA regulations, Warren virtually pleaded guilty and was sentenced to a year in jail and fined \$3,000. Two fellow conspirators escaped with lighter penalties.

## John L. Lewis Declares That 'There's No Labor Movement'

Labor leaders visit the Pacific front and meet Nimitz. L to R: Calif. Regional Director Cyril O'Halloran of UAW-CIO; Thomas J. Crowe of Int'l. Brotherhood of Boilermakers, AFL; Vice-President Roy Brown of Int'l Assn. of Machinists, AFL, and Nimitz.



Washington, (LPA)—John L. Lewis, in a magazine article titled "There Is No Labor Movement," last week declared that "Labor's temple is a Tower of Babel."

Answering several questions put to him by Colliers magazine, Lewis asserted at the outset that the questions rest on an assumption that has no

base in fact. "Repeated references to 'the labor movement' plainly imply your belief in the existence of an organized, militant body that speaks for the workers of the nation as a whole. There is no such body," wrote Lewis.

"A 'labor movement' in the sense that you use it, presupposes unity, and there is no unity," the mine workers' leader continued. "Aside from the AFL, the CIO and the United Mine Workers, there are a number of powerful independent unions, each going its own unaffiliated way. Even if we accept inflated membership figures, the total is around 15,000,000. At least 40,000,000 wage earners are unorganized, and therefore unrepresented."

"That there is no real labor movement in the U.S. today is primarily due to politicians," Lewis said. "Not only have they divided labor by their intrigues but they continue disunity by a persistent intensification of interlabor differences."

Turning to the magazine's first question, Lewis stated flatly that the workers are not to blame for the industrial strife that has marked the wartime period.

Damning the Smith-Connally law, Lewis charged that "No more inflammatory piece of legislation was ever passed, for this grotesque slave statute not only invites industrial conflict, but commands it."

Other Lewis remarks: "Management itself has been encouraged to adopt a stand-pat attitude, for government seizure of plants—the Administration's favorite approach to industrial peace—is nothing more than shadowboxing, a thinly veneered cover for the continuance of operator control."

"Have I a remedy to propose? Why not? The plain nature of the sickness suggests its own cure. First and foremost, there must be an immediate and final end to the present alliance between certain sections of organized labor and political 'machines' in cities, states and the nation. Until this is done, labor is on the same discredited level as tariff barons, trust beneficiaries, spoilsmen and other privilege seekers. The termination of this sinister partnership will, I believe, open a broad way to labor unity."

### GOFFIN'S REPORT

(Continued from Page 1)

ises. I believe strictly in the old saying that "a bird in the hand is worth two in the bush," and like the guy from Missouri, I've got to be shown.

To all members, keep your eye on the last page of the LOG, as you never know when you may find your name on the unclaimed wage list.

## SUPREME COURT UPHOLDS NLRB BAN OF "UNFAIR PRACTICES"

WASHINGTON, D. C. — The United States Supreme Court ruled that an employer cannot forbid employees to solicit union membership on company premises during non-work hours, and in a companion case upheld the right of union organizers to distribute labor literature on an employer's property despite a company prohibition against such activity.

Both cases were decided by an 8-1 vote with Justice Reed delivering the single opinion covering them and Justice Roberts dissenting.

The solicitation case grew out of the discharge of four employees of the Republic Aviation Corp., aircraft manufacturer, on Long Island. One had flouted a company rule designed to prevent soliciting of any sort, and the other three were wearing union buttons during the progress of a drive to organize the plant. The National Labor Relations Board held that the dismissals interfered with the workers' right to organize, in violation of the Wagner Act and this

ruling was affirmed by the Second Circuit Court of Appeals.

The literature distribution case developed at the plant of Le Tourneau Co., machinery manufacturer, near Toccoa, Ga., where two employees were suspended for violating the company rule. Here, too, the Labor Relations Board said the Wagner Act guarantees were violated but the board lost in the Fifth Circuit Court of Appeals.

The Supreme Court said "the Wagner Act did not undertake the impossible task of specifying in precise and unmistakable language each incident which constitutes an unfair labor practice. On the contrary, that act left to the board the work of applying the act's general prohibitory language in the light of the infinite combinations of events which might be charged as violative of its terms."

On this premise the court decided that it was a proper exercise of authority for the board to hold that the action complained of violated the act.

## New Order Dims Hope Of Wage Freeze Thaw

WASHINGTON—A new government directive on wages was issued last week and labor leaders who have been waiting for some indications of thaw in the little steel wage freeze decided that Spring is a long way off.

The new directive, handed down by the Office of Economic Stabilization, went no further than to grant the War Labor Board some discretion in passing on "fringe" adjustments such as shift differentials and paid vacations.

Even these non-basic wage adjustments cannot be allowed without approval of the Director of Economic Stabilization who will ascertain whether the adjustments will cause an increase in price ceilings or production costs.

"This directive," admitted OES Director William Davis, "is a carrying forward of the policy of setting definite firm ceilings on so-called 'fringe' adjustments in all wage cases."



"Of course, it isn't just the Little Steel Formula, Hutschins. We ourselves hate to give wage increases."

The New Yorker





# BULLETIN BOARD

## Unclaimed Wages—Mississippi SS Company

Bonura, V. T.	27	Brown, T. O.	23.25	Cambler, Joe	2.23	Christensen, B.	5.64
Bouzon, William J.	8.47	Browne, Richard D.	9.03	Cameron, Howard E.	103.19	Christensen, C. R.	11.34
Booker, Joseph H.	1.33	Brownell, Geo.	.33	Campbell, Edward B.	6.83	Christianson, N.	2.97
Boone, Albert	5.94	Brownell, G. L. (Bronnell, George L.)	100.24	Campbell, John C.	18.61	Christie, Lawrence J.	19.48
Booth, A. C.	29.00	Browning, Alan E.	10.50	Campbell, Lawrence J.	16.83	Christiansen, Norman W.	1.65
Bothe, Melvin H.	2.12	Browning, Daniel	1.89	Campbell, Walter	2.53	Christensen, William H.	1.07
Booy, Arend	35.00	Broylis, W. N. (Boyles, William N.)	2.84	Campion, Harry J.	.33	Chudslew, G.	1.04
Bordelon, Thomas A.	3.61	Bruner, C.	2.47	Cancello, R. E.	.05	Cieslak, Ralph	18.13
Bori, Herbert E.	26.53	Bruner, Harry	20.62	Cangiano, Anthony	67.54	Cieslak, S.	2.13
Boruta, Victor A.	3.96	Brunet, Alphee	4.87	Canter, T.	4.27	Cissna, Thomas	9.36
Boss, W.	6.11	Bruno, G.	1.07	Cantin, Joseph E.	1.98	Clagett, Owen	2.07
Bosworth, Chester J.	5.50	Bruno, G. I.	.43	Cantrell, William A.	2.60	Clagett, Owen L.	1.58
Bosworth, Robert	9.03	Brunson, Forrest H.	17.79	Canada, Herbert H.	2.56	Clamp, George H.	2.16
Boucher, Robert J.	5.64	Brunson, L. P.	1.34	Capdevielle, Joseph J.	4.08	Clark, F.	.01
Boudreaux, Charles J.	1.36	Bryant, Clinton	18.98	Caporale, Alfred	14.77	Clark, H.	.47
Boudreaux, D.	.79	Bryars, Reese H.	12.09	Carrasco, Marion C.	.69	Clark, Henry V.	4.48
Bourdon, Arthur P.	4.00	Bucci, Anthony P.	6.93	Cardona, Victor M.	2.38	Clark, John D.	2.94
Bourdonnay, Louis	.99	Bucher, N. C.	14.39	Carey, B.	10.69	Clark, James E.	5.70
Bourdennay, Louis	2.24	Buckelew, Charles L.	.99	Carley, Richard E.	.79	Clark, J. O.	.24
Bourg, Junice A.	7.60	Buckley, Edward	15.00	Carlsen, K.	.74	Clark, John W.	27.12
Bowen, James	14.67	Buckley, R.	4.37	Carlson, Carl A.	34.80	Clark, John W.	4.00
Bowers, Emery F.	16.36	Buckley, Rodney S.	.79	Carlson, Kenneth	6.00	Clark, L.	54.63
Bowman, Richard	8.53	Buckman, L.	9.48	Carlton, Robert	1.90	Clark, Woodrow	.33
Bowman, Walter E.	32.40	Buffett, James	55.43	Carmine, Charles D.	10.66	Clarkashaff, Samuel	
Boyd, Edward A.	17.74	Bufkin, P.	1.39	Carpenter, Foster	2.96	(Clarkshoff, S.)	3.38
Boyd, Harold C.	5.94	Bulaga, Raymond J.	9.40	Carpenter, R. J.	25.54	Clarkin, Bernard N.	7.82
Boyd, Ralph S.	.97	Bulaga, R. T.	11.28	Carpenter, William A.	14.00	Clary, Richard D.	2.82
Boyde, E. S.	4.90	Bulford, A. I.	.79	Carpenter, W. A.	.79	Class, Robert	11.32
Boylan, David R.	2.23	Bulick, Eustachy	.74	Carrasco, Robert	2.54	Clegg, Daniel L.	2.84
Boyle, John	8.91	Bullard, Allen J.	.99	Carrey, H. R.	11.72	Clemons, Cecil L.	2.82
Bracio, E.	11.20	Bullek, Michael G.	.70	Carrillo, Richard B.	4.35	Clendenning, Paul	4.62
Bradford, Robert I.	133.19	Bunce, Robert	2.97	Carroll, Ronald	26.35	Clericassio, Michael	2.23
Bradley, Charles A.	2.33	Bunek, Joseph	1.86	Carrington, Clyde (Carrington, C.)	1.42	Clesi, Michael F.	10.09
Bradley, Robert C.	.76	Bunker, John G. Jr.	2.77	Carroll, George A.	3.91	Clifton, Fred	8.73
Bradshaw, David A.	.99	Bunker, L.	2.31	Carroll, M. M.	5.93	Clifton, James	5.94
Bradsher, J.	7.52	Bunt, Warren	6.08	Carruthers, R.	4.14	Clippard, Frederick B.	1.98
Bradsher, J.	8.35	Bura, Fajk	50.72	Carstens, Carl A.	.01	Cline, Joseph F.	.42
Brady, Bill J.	8.35	Burger, John	.41	Carsters, C. A.	8.23	Coody, Stanley	2.23
Brady, Edward W.	1973	Burruss, John A.	12.24	Carter, Charles	.42	Coates, George J.	18.02
Brady, Jack D.	3.79	Bunten, John	.71	Carter, Clarence Alvin	2.47	Cobb, Clarence W.	4.95
Bragg, J. W.	.08	Burcliff, Thomas	18.39	Carter, Richard	2.82	Cobb, Otto C.	26.48
Bragg, Lawrence E.	1.58	Burke, John F. Jr.	11.38	Carter, R. F.	3.96	Coccia, Baldo	4.22
Brandon, P.	3.30	Burke, S.	3.57	Carter, W. M.	3.51	Coffey, Walter T.	2.97
Brannon, Geo. J.	15.84	Burke, T.	.74	Casas, Peter C.	.75	Coldsborough, Fredrick S.	1.22
Brazawskas, Victor	1.48	Burkey, Gerald R.	448.48	Casey, James E.	466.56	Cogley, John M.	25.57
Breedlove, Leon J. Jr.	8.25	Burns, F. B.	7.34	Casey, Robert F.	69.59	Colby, John B.	43.70
Breen, H. V.	60.00	Burrows, Clarence	4.53	Cason, J. D.	20.66	Colca, Philip J.	1.60
Bregy, T.	2.23	Burswig, Joseph	2.25	Cassada, Eugene J.	2.23	Cole, Calvin A.	1.31
Brennan, Earl E.	5.86	Burton, Garlan E.	2.64	Cassidy, W. M.	27.26	Colella, William A.	10.45
Brephy, J. C.	.86	Burton, James	93.09	Castanel, Patrick R.	7.24	Coleman, Charles A.	3.56
Brewer, Chester	37.63	Bush, Keith L.	11.13	Casteljon, Buenventura A.	9.32	Coll, Andrew	.95
Brewer, Edward G.	5.88	Busha, Julius P.	.60	Castineda, S.	15.67	Collett, Arthur G.	.09
Brewer, M.	5.20	Butler, Floyd R.	98.75	Caswell, Robert E.	10.80	Collin, Harold E.	1.48
Brewer, W.	.79	Butler, Lloyd	.71	Cavanaugh, T.	4.50	Collins, Charles E.	14.38
Brewer, William A.	5.20	Butler, Robert L.	.65	Caviness, Arvin	2.23	Collins, Eugene	3.81
Brewer, William H.	.20	Buttke, Marlen T.	2.13	Centrachio, J.	5.64	Collins, Byron	1.48
Brian, James T. (Brian, James T.)	11.85	Butsko, Edward J. g.	133.19	Chaffin, John L.	5.64	Colomb, Eugene L.	.82
Brian, Mattie	2.62	Buydos, George P.	15.94	Chalmers, George	8.69	Colpitts, Lawrence H.	16.93
Briant, Joseph I.	12.22	Byars, John D.	2.23	Chamberlain, Earl G.	7.9	Colt, Kenneth H. (Cox, Kenneth H.)	47.47
Brincka, Steve R.	75.35	Byles, Dudley E.	18.17	Chambers, Stanley	137.46	Condos, Geo.	7.44
Brindle, John N.	2.23	Byman, Nils E.	43.99	Champion, L. C.	6.43	Condrey, Samuel C.	.73
Bristol, James T.	2.97	Bynch, P.	4.42	Chandler, Lloyd M.	14.51	Conjour, Leon J.	10.85
Brittingham, Frank J.	2.23	Bynum, G. R.	6.00	Chandler, Worsham S.	1.48	Connell, Pete J.	5.64
Brockelbank, Orrin A.	4.87	Byrd, Alfred J.	1.00	Chapman, Albert J.	40.39	Conneb, Willis	5.94
Brodie, William H.	2.21	Byrne, Daniel F.	2.07	Chapman, Byron	2.11	Connor, Harry G.	.65
Brooks, Bernard W.	5.33	Byrnes, Joseph G.	5.16	Chapman, Clanton S. Jr.	3.58	Connors, James J.	6.74
Brooks, James	.33			Chapman, Charles W.	1.98	Conrad, Benjamin	1.42
Brooks, O. M. Jr.	11.58			Chase, Theron O.	5.94	Contini, P.	2.25
Brooks, Paul E.	6.40			Chauncy, Howard	39.95	Conway, E. L.	3.56
Brophy, J. C.	8.89			Chauncey, Howard H.	4.94	Conway, James R.	1.78
Brosig, August A.	18.09			Chauncey, Howard H.	6.36	Cook, Vincent E.	.59
Broussard, Jake	1.98			CChausier, A.	6.36	Cook, W.	.74
Brown, Clare R.	4.92			Cheek, Richard	6.36	Cooke, Paul D.	3.48
Brown, C.	.90			Chekin, Peter	6.75	Cooney, Levere	79.09
Brown, S.	2.97			Chernin, Abraham	.71	Cooney, James L.	6.43
Brown, George	.89			Chevalier, Harold F.	2.97	Coop, Wm. E.	19.49
Brown, J.	8.74			Chiaculas, Louis	11.88	Cooper, Frank E.	5.59
Brown, John	9.04			Childers, William O.	.79	Cooper, Houston	1.52
Brown, M. J.	84.33			Chiple, Ralph L.	2.64	Copeman, Charles J.	5.58
Brown, Norman J.	15.09			Chisholm, F.	45.78	Corbett, Timothy	7.90
Brown, Paul H.	2.82			Choquette, Joseph P.	14.77	Corbishley, Charles A.	1.98
Brown, R.	1.98				3.64	Cordes, Henry George	6.88
Brown, Reginal H.	2.84				11.73	Cordray, Eugene	98.75
Brown, Theodore, G.	3.55					Core, W.	18.57

## Money Due

### SS WILLIAM PATTERSON

All members of the crew that paid off April 25, 1945, in Philadelphia, that have disputed overtime can get same at Bull Line office, 116 Broad St., New York City.

(Submitted by Philadelphia Branch)

### SS VASCHAL LINDSAY

Nicholas Nomicas has extra meal money due. Collectable at the Eastern SS Company.

### SS POINT VICENTE

Joseph Joseph, \$180.00; Edger Mayfield, \$192.00; J. Sappenfield, \$340.00; E. Clayton, \$518.00; P. B. Parotti, \$261.00; Allen Logen, \$929.00. Collectable at Moran Towing office.

### SS FRANCIS M. SMITH

James E. Basore, John L. Medders, T. A. Sherlock—Collect disputed overtime at the Mississippi SS Co., New Orleans, La.

(Submitted by the New Orleans Branch.)

### SS JOHN BARTHRAM

Toyler, Messman, and Hunt, Oiler: vouchers are held for you at the American Hawaiian SS Co., agents for the A. H. Bull SS Co., 1305 Vance Building, Seattle, Wash. (Submitted by the Seattle Branch.)

### SS WILLIAM PATTERSON

Crew can collect their disputed overtime at the Bull Line office 115 Broad St., New York. Ship paid off in Philadelphia, April 25. (Submitted by Philadelphia Branch.)

### SS WILLIAM STURGIS

Following men can collect overtime at the Calmar Office, 44 Whitehall St., New York: O. Schindler; O. Dauphine; E. Wein-garten; F. Fox; B. Britt; Logue; H. McCabe; N. Holten; H. Martin—all for 32 hours.

## PERSONALS

Members of the crew of the Pan Crescent at the time she ran aground the Mississippi River, April, 1944:

Please contact Richard A. Dowling, 602 Maison-Blanche Building, New Orleans, Louisiana with regards to clothing lost.

### L. CLARKE, Patrolman 23062

Robert Beach, book number 42562, see Patrolman Hart, in the New York hall, about receipt 91346.

R. A. Thue, book number 42563, see Patrolman Hart about receipt 91345 in the New York hall.

