



Corporation Profits Double In War While Wages Lag, AFL Survey Finds

WASHINGTON, D. C.—Corporations are making the big money out of the war and the workers are paying for it "by the dollar bills left out of their pay checks," the AFL charges in its current Labor's Monthly Review. In the case of corporations it was possible to obtain figures after taxes, and these show that net earnings of corporations were still 101 percent higher than their pre-war earnings.

In other words during the war years, 1939-43 corporations showed a greater increase in earnings after payment of taxes than workers and businessmen were able to show before paying their taxes.

The article charged that the Administration's wage policy discriminates against wage earners by holding workers' pay down while the incomes of other groups were permitted to rise without restrictions.

As a result, said the study, only 6 percent of American workers today receive a straight time wage rate high enough to provide their families a health and efficiency standard of living once the war ends and industry is compelled (to spread employment) to return to a 40-hour week. In addition, millions of workers will have to shift from relatively high paid war production jobs to lower paid civilian work.

Despite the fact that farmers' average income has increased

during the war by 204 percent, the study does not charge that farmers are making too much money. Pointing out that the farmers' average income has gone up from \$691 to \$2103, the study said: "the war has brought a much-needed increase for millions of farmers who were desperately poor."

Nor does the study complain
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14 AFL Members Die In Navy Depot Explosion

SAN FRANCISCO. — Eleven members of the Sailors Union of the Pacific and 3 of the National Organization of Masters, Mates & Pilots (both AFL) are listed among the dead in the explosion at the Port Chicago naval ammunition depot. They include the chief mate, third mate and boatswain of the Liberty ship E. A. BRYAN, which was completely destroyed.

Lifeboat Scale Cut To 10 Cu. Ft. Per Man On Libertys

The number of lifeboats carried by all Liberty ships which received their first inspection certificates during the past year and a half may henceforth be reduced from six to four provided each vessel making this reduction carries at least two new type life rafts, under terms of an order issued at the request of the War Shipping Administration by Vice Admiral R. R. Waesche, commandant, United States Coast Guard.

Admiral Waesche's order, which was issued after WSA complained that its operation of Liberty ships was being impeded by safety laws requiring 15 cubic feet of lifeboat space per man on all these vessels, reduces the minimum requirement by one-third to 10 cubic feet per man.

Acting under special wartime regulations, Admiral Waesche waived existing maritime inspection and navigation laws "to the extent that ocean and coastwise vessels of the BC-2 (Liberty type) receiving their first certificates of inspection after January 1, 1943, shall be permitted to operate with

four lifeboats, each having a cubic-carrying capacity calculated on the basis of 10 cubic feet per person: Provided, that at least two of the life rafts required by Section 153.2 (b), subchapter 0, on such vessels shall be of the improved type which shall be carried so that one improved type liferaft shall be stowed on one side of the vessel forward and the other improved type raft is stowed on the opposite side of the vessel aft.

The waiver of existing safety laws was authorized under an order of the Acting Secretary of the Navy, dated October 1, 1942, authorizing such waivers in the discretion of the commandant, USCG, in the case of vessels engaged in business connected with the conduct of the war.

AFL Wins Shipyard Election

NEW YORK CITY—An important and significant election victory was scored by the AFL Metal Trades Council at the Wheeler shipyard at Whitestone, L. I. The AFL unions won by a landslide majority of 1,250 to 472.

William J. Daly, secretary of the metal trades group predicted that this triumph will serve as an opening wedge toward organizing many other non-union ship repair yards in the New York area. He reported to AFL President Green that conditions now look favorable for unionization of several other yards, where National Labor Relations Board elections will be held in due course.

He praised the organizing work of President McVarish of the council and Sam Sutherland of the International Brotherhood of Carpenters. The work of the representatives of the International Brotherhood of Boilermakers also played an important part in the victory.

The CIO had made an abortive effort to organize the employees of the Wheeler shipyards but gave up prior to the election and decided not to enter its name on the ballot.

War Landing Craft Seen As Future River Cargo Boats

War landing craft will "invade" the Great Lakes, Mississippi, Hudson and other inland waterways, lowering transportation costs and increasing postwar shipping, according to Joseph W. Frazer, president of the Warren City Manufacturing Co., at Warren, Ohio.

"Low-draft, high-speed invasion barges will require only a few changes and improvements for practical shipping purposes on rivers, lakes, canals and intra-coastal waterways," Frazer said, "and their economical operation will reduce costs."

As an example of improved ship design, Frazer cited war methods of unloading boats under fire on a beachhead and predicted that landing-ramp and bow-door procedures will prove more efficient than the "old-fashioned" crane-and-net method, saving time in loading and unloading commercial shipments. LCM-3's, produced by Frazer in an Ohio inland shipyard, will prove valuable as automobile ferryboats, short-haul barges and tugs, he predicted.

Japs' Murder Of US Seamen In Far East Is Reported By Newsman

NEW YORK—Roy Porter of the National Broadcasting Company broadcast Monday from Chengtu, China, the story of the murder of about three-quarters of the crew of a United States Liberty ship in the Indian Ocean in mid-June by seamen of a Japanese submarine, according to a United Press announcement on July 31.

Mr. Porter said the story was substantiated by an American who had recently arrived in China. Of about 100 crew members of the ship, only twenty-three were saved.

They are now hospitalized after having been rescued by an American plane. Among the survivors, Mr. Porter said, are Capt.

John Gussack of Brooklyn and the ship's first engineer, Charles Pyle of Lodi, Calif.

According to the story, Mr. Porter said, the American ship was first torpedoed, the crew members taking to lifeboats. Then the enemy submarine surfaced and ordered all the Americans to the foredeck, where they were beaten and tortured, with their hands tied behind their backs.

Many were killed during the orgy and their bodies kicked overboard, Mr. Porter added. The
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Distribution Of Ballots For Merchant Seamen Set Up By WSA

All Merchant Marine personnel is being given the means and opportunity to vote in the 1944 elections, unless the military situation prevents, the War Shipping Administration said lately. Plans formulated under provisions of Public Law 277—78th Congress are intended to enable every eligible merchant seaman, whether afloat or ashore on a far mission, to exercise his franchise.

WSA is distributing 400,000 Federal War Ballots for use of the seamen outside of continental United States. With these, merchant seamen who qualify under the Federal and State law, and whose home States permit, may vote in the general election November 7 for President, Vice President, Senator and Representative in Congress. Voting by Federal ballot will take place after October 1.

To meet the earlier election dates in primaries and special
(Continued on Page 4)

DSM Awards To Merchant Seamen

More than seventy Merchant Marine Distinguished Service Medals, authorized by Act of Congress and presented in the name of the President, have been awarded officers and seamen of the Victory Fleet, the War Shipping Administration has announced. Fifteen of the awards, which are given for heroism or other outstanding conduct or service beyond the line of duty, have been made posthumously.

Kin Thanks Seamen For Flowers

Shipmates of the late Brother Harry Knuckey, Book No. 32215, who sailed with him on the SS DYNASTIC are thanked by the departed Brother's next-of-kin in a letter she requested posted on bulletin boards in the Union's halls.

Brother Knuckey died in Brooklyn after being taken ill aboard ship at sea.

The text of the letter follows:
"July 27th, 1944
"To the shipmates of the late Harry Knuckey, Steward of the SS DYNASTIC:

"I wish to express my thanks to the engine department, deck department and also the Armed Guard, for their beautiful floral pieces and kind expressions.

"It's not possible for me to thank each one of you individually, as I would not know where to reach you.

"So I say to you as Harry would have said: 'Good luck boys!'

"Very truly,
"(Mrs.) Elsie R. Benson,
"Dean Street, Brooklyn, N. Y."

51 Ships in Month of July From East Coast Yards

PHILADELPHIA, Aug. 1—East Coast merchant shipyards maintaining their production schedule, delivered fifty-one ships during July, including twenty-seven Liberty ships, nine tankers, nine military and six long-range cargo ships, according to the Associated Press.

SEAFARERS LOG

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OF NORTH AMERICA**
Atlantic and Gulf District

Affiliated with the American Federation of Labor.

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WHAT'S DOING

Around the Ports

NEW YORK

We had a beef recently which is of more than causal interest to our members. A crew signed articles in this Port and due to engine trouble, laid in port for 6 weeks. Most all of these men had families and naturally had allotments made out to them. The company, however, due to the fact that the ship had not left port after signing articles, refused to mail out the allotment checks on time or to give the crew sufficient draws to send to their dependents.

This beef was taken up and the Commissioner made the ruling that in a case of this kind, the allotments should not be mailed out but the men can draw up to the total amount earned and in this manner the men will be able to take care of their family responsibilities by sending money home.

BEEF SETTLED

We are still working on disputes around here and among those settled were the SS FRANK C. EMERSON which is finally paying off and the vouchers for the amounts listed below have been sent to the Smith and Johnson Agents in San Francisco, due to the fact that most of the men are from the Coast. These men and the listed amounts are as follows:

SS FRANK C. EMERSON:
Henry Naeole, Jr., \$93.14; W. A. Lim, \$93.14; D. R. Templeton, \$93.14; E. Moss, \$68.97; E. Goldstrom, \$68.97; J. Samaroff, \$68.97; B. Selond, \$68.97; R. Scates, \$48.35; L. Rodrigues, \$48.35; W. Young, \$48.35; R. Manning, \$48.35.

The above may be collected at the Smith & Johnson Company Agent's office in San Francisco as soon as the vouchers arrive.

Among other disputes sent to this Port was one from the SS SCOTCH CAP, Moran Towing Company, which paid off in New Orleans. We managed to settle most of this with the exception of time involving E. C. Baer whose overtime has been sent back to him for more details and upon receipt of this from him, we will be able to settle his dispute.

The men from that vessel and the amounts due them are listed below:

SS SCOTCH CAP, paid off in New Orleans:
G. Pacanoyski, \$51.12; J. E. Kane, \$71.67; H. J. Tilden, \$126.00; Bjarne Strommen, \$52.72; Walter Snow, \$33.00; N. G. Bartlett, \$36.42; Edward Clifton, \$19.10.

The above-mentioned men inquire of Agent, 2 Stone St., N.Y.C.

That perennial fugitive from the Seafarers, the SS JAMES MILLER, Bull Line, is still coming and going so fast in and out of ports that we have hardly had time to contact her.

It seems as though every time a man quits her in some outport, he comes into New York with some disputes from her. Among the last few fellows coming up and the amounts they can collect at the Bull Line offices are:

SS JAMES MILLER:
Clyde Finney, Utility, 1 hr.; Goldman, Utility, 28 hrs.; Carrol Quint, AB, 31 hrs.

Collect at Bull Line Office.

The crew of the SS DANIEL WILLARD which paid off here recently, each have \$5.00 area bonus due them which was not paid at pay-off time and is now collectable at the company office. The fellows who made the trip can receive that money by applying there or writing the company.

All of the other men who have had disputes sent into New York from out-of-port, please look in the Money Due List in this week's LOG and you can find the amount due and details as to how to collect it.

Any time a beef is settled in this Port to the members satisfaction and the amount listed as due him does not tally with what he is supposed to have, then I advise the man involved to contact New York Branch as soon as possible by letter or in person. In this manner, we will be able to give the membership better representation and all hands will know how they stand all around.

COAST GUARD HEARINGS

We are still defending the membership here in the Coast Guard cases and we want to advise all hands not to go up to the Coast Guard Hearing without first notifying the hall. We had a man in the other day who made the mistake of not coming by for representation and as a result, his papers were suspended for 90 days.

To have this suspension lifted, which we managed to do, it required 4 days of work by one of the Branch Officials going between the Coast Guard Hearing Unit, the Union, the Shipping Commissioner, the Steamship Company and the vessel that the man came off of. All of this work could have been easily avoided had the man applied at the union hall here before he went up for

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Disputes Settled By New York Branch

SS RICHARD PEARSON:
Stephen V. Lutz, 14 hours for doing galleyman's work for four days, 5 hours for starting fires. Pick up money at Mississippi Steamship Company.

SS WINFIELD SCOTT: 403 extra meals divided among the following men:
L. Kay, Chief Cook; J. Kenisco, 2nd Cook; J. Williams, Mess; E. Wright, Utility; J. Freeman, Utility. Collect at the Bull Line company office, 115 Broad Street, New York, N. Y.

SS DELSUD: Irving Springer, \$5.45; Lloyd Butler, \$.71; John B. Benneward, \$.71; George S. Dimass, \$2.13; Lance B. Reese, \$2.13; Chester Laudermilk, \$2.13; Victor Zane, \$2.84. Collect at Mississippi Line offices, 17 Battery Place, New York.

SS DANIEL WILLARD, STEWARD DEPT:
J. Brandon, Ch. Cook, \$1.34; J. Joseph, 2nd Cook, \$1.34; R. Yaity, Mess., \$.67; H. Lyday, Mess., \$1.34; P. Sudal, Utility, \$2.36; R. Young, Utility, \$6.39; R. Usher, Utility, \$3.03; J. Sweeney, Utility, \$.67; J. Marvin, Utility, \$1.34; G. Berkimer, Baker, \$2.69. Collect at Calmar Line offices.

SS ROBIN LOCKSLEY, Paid off July 21, 1944: Paul Osborne, Utility Man, has overtime coming for carrying garbage ashore. Pick up at Robin Line Office.

SS ALCOA POINTER: Kerr, AB, 7 hrs.; Brown, AB, 15 hrs.; Collier, AB, 8 hrs. for Gangway watches. Collect at Pier K, Weehawken, N. J.

SS JAMES MILLER:
Clyde Finney, Utility, 1 hr.; Goldman, Utility, 28 hrs.; Carrol Quint, AB, 31 hrs. Collect at Bull Line Office.

SS HOWARD H. PROCTOR, paid off in New York. Second Cook, half each day for the voyage coming. See Mr. Gillan, 17 Battery Place, New York. So. Atlantic Office.

SS JOHN ABEL: J. Arneach, 2 hrs.; F. C. Murry, 6 hrs.; W. Ackson, 6 hrs. Collect at Calmar Line offices.

SS E. C. GARDNER: L. C. Ducote, Oiler, 3 hrs.; F. Peredne, FWT, 3 hrs. Collect at Overlakes Freighting Corp. offices, New York.

SS DANIEL WILLARD: The entire crew has \$5.00 area bonus due them:
J. O'Connor, AB, \$4.74; R. Troy, AB, \$4.74; G. Gieaczic, OS, \$4.74; for security watches. Collect at Calmar Line offices.

SS FRANK C. EMERSON:
Henry Naeole, Jr., \$93.14; W. A. Lim, \$93.14; D. R. Templeton, \$93.14; E. Moss, \$68.97; E. Goldstrom, \$68.97; J. Samaroff, \$68.97; B. Selond, \$68.97; R. Scates, \$48.35; L. Rodrigues, \$48.35; W. Young, \$48.35; R. Manning, \$48.35.

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SS BUTTON GWINNET: Joy, \$4.00; Chief Cook, 21 hrs.; 2nd Cook, 21 hrs.; Gun Crew Mess, 144 hrs.; Crew's utility, 144 hrs.; Crew's mess, 21 hrs. Collect at South Atlantic Office, 17 Battery Place, N. Y.

When The Devil Was Sick!

AN EDITORIAL

"When the devil was sick, the devil a saint would be," is a wise old saw handed down from our forefathers. And it is precisely this sickness unto death that is now prompting the NMU officials to turn the so-called Union over to the employers IN FACT if not in name.

Never a week passes but some new proposal is made by these Stalinist magicians which threatens the Good and Welfare of the American seamen. Our task therefore, if we are to remain true to the Principles of Unionism and honest with our members and the seamen as a whole must be one of constant Vigilance and EXPOSURE of these fancy worded totalitarian schemes promulgated by the Stalinist braintrust which controls the NMU body and soul.

Having met defeat on the Lakes and disaster at the hands of the National War Labor Board which refused to grant the NMU leaders the Checkoff for the marine industry, they have now come forth with a new proposition fully as ominous to the Liberty and Freedom of the individual.

They labelled the Checkoff a "Dues Deduction Plan" in their efforts to delude the American seamen and the War Labor Board. The new Plan is labelled a "Set Yearly Wage for Stable Industry."

Again we hear the cry of "Stabilization" even though the same officials averred that the recent decisions of the NWLB had "stabilized the marine industry" and exclaim that "this is the finest contract the NMU has ever had" in an effort to conceal the patent fact that the NMU received nothing. This was pointed out by the SIU LOG.

Evidently "stabilization" is elusive and evasive and hard to define for new stabilization demands follow within a week of the declaration that they had "stabilized the industry."

We read in the Pilot writeup on Page 1, July 21st, re: this demand "for a stable income—at minimum levels of security—during the WAR PERIOD."

This is indeed strange in the face of the NMU position of the Bonus cut which reacted against the AMERICAN SEAMEN AS A WAGE CUT. This demand follows hard on the heels of the NWLB decision granting the NMU the "greatest contract the NMU has ever had" in their own words.

That there is an Ethiopian in the woodpile in the face of these NMU "victories" is not hard to see. Let us examine

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(Continued from Page 2)
 trial, and asked for someone to represent him.

FREELoadERS

We had a very good meeting here this past Monday evening and all hands blew their top in fine style. Among the many subjects taken up was the one regarding the best procedure to follow to eliminate the freeloaders from union ships.

All hands realize that this type of character is strictly out for himself and not interested in maintaining union conditions but only in grabbing what he can for himself at no expense. It is a fact recognized by all seamen that those of these leeches are going to leave the industry as soon as this war is over and when they don't have to worry about the arm, and are only in the business for what they can get out of it.

We had another one of our famous question and answer programs at the same meeting and this worked to the benefit of lots of the younger members who had points cleared for them as to what are good beefs and what are bad beefs and the proper way of submitting overtime, and how to keep a ship's crew union-minded.

Shipping and business is still below normal, although we had a little bit of a spurt last week which didn't last long. A guy can still ship out of here in a reasonable length of time, but shipping is not near as fast as it was a while back.

Even though shipping is below normal, the 6th floor dispatchers are still managing to ship on an average of 600 men each week, so as I said, you can still make a job here.

LINEN BEEFS

We have been having quite a few beefs recently on the type of linen they are putting on board the ships. It looks like a mix between canvass and burlap. The stuff is really no good and if a guy is using this to ride into the tropics he would be in for a hell of a bad trip. We have taken this beef up with the various operators and we think we have found the solution in their agreeing to have this stuff double bleached before putting this on board a ship for use.

This makes it a lot better because after the second time the stuff is laundered and bleached well, it is o.k. Only one more case of somebody along the long, long line of bureaus slipping up and not having this matter attended to before it was ever issued by the Steamship Companies for the crews' use.

I would like to add in closing that our fight for launch fees has just paid off the first dividends. The rates have been lowered for this Port to some extent but, in our opinion, it is still exorbitantly high and we have still got a good beef with these people for even a lower rate than we now have.

Yours for still lower launch rates,

PAUL HALL, Agent

BALTIMORE

The RMO is up to its phoney tricks again. This time it pertains to the new practice of shipping ABs out to the West Coast. The stipulations for candidates are that they do not belong to any Union, and that they accept any assignment regardless of flag, or

Around the Ports

Union affiliation.

On the surface this looks pretty neutral, but an item appearing in the NMU mokus sheet, the **Pile-It** gives the lie to this so-called neutral position assumed by the RMO. This article in the **Pilot** asserts that the Great Political Boss, Joseph HAM HEAD Curanski, heard there was an acute shortage of ABs out on the West Coast.

HAM HEAD hied to his inner sanctum and procured four of his rusty ABs, took them enmass to the RMO and asked to have his huge army of ABs sent out to the Coast as a solution to the shortage problem.

Needless to state his wishes were granted, and his dearly beloved USSR was saved for the nonce. These ABs were actually assigned to an SUP ship even before they had left New York, without the knowledge of the the SUP.

TAXPAYERS' MONEY

However, when they arrived at the Coast they changed their minds about taking said ship, and HAM HEAD again had shipped four of his Commie organizers to the Coast at the expense of the American Peoples' money with the cooperation of the RMO.

This is nothing new as far as the NMU is concerned as they have been getting this service for quite some time now, and quite a large number of the men they had up on the Lakes during their organizing drive there, were shipped up there in just that manner, and for just that purpose with the RMO being fully aware of the whole set-up.

In contrast to the above the SIU and SUP have never been able to get one single man sent from the Gulf or Coast at their request regardless of how many shortages existed on ships we were contracted for.

MISREPRESENTATION

The people of this Country should demand the dissolution of the War Shipping Administration from top to bottom, as it is infested with elements whom would destroy this Government at the first opportunity while at the same time they are obtaining their easy earned taxpayers' money.

Another article in this Scab Sheet, the **Pilot**, also this week's issue, is very enlightening, and should be particularly so to the NMU rank and file. None other than Political Boss of the Great Lakes, Soap Box Lawrenson, organizer passe wrote this masterpiece of misrepresentation.

NMUERS CHEATED

Believe it or not you members of the NMU have finally been given the OK through the untiring political efforts of Curran and his cohorts to petition the War Labor Board for addendum to your agreement which will give you some of the overtime, and working conditions clauses which the SIU and SUP membership have been getting for the past ten years, and which you NMUers could have gotten long ago if you didn't have the phoney leadership you have.

lethargy and throw the entire bunch of phoneys out, and align your selves with a real fighting organization whom gets results and don't go around patting themselves on the back as Curan and the rest of his ilk do with a lot of phoney paper talk.

We are glad that you members of the NMU are finally getting these monies which you were deliberately being cheated out of by your leaders. However, we would like to inform you that we are far from satisfied with this, and intend to get something far better, so if you don't want to get cheated again get rid of those phoney Communist Politicians, and become real Union men, for if we fight together we can gain conditions and wages beyond your fondest dreams.

JOSEPH FLANAGAN, Agent

NORFOLK

Shipping has slowed down somewhat in the past week or ten days, but we are going to take our track suit and roller skates out of the barn again, as it looks like we are going to get our share of the RUST-BUCKETS or Iron-Maiden Libertys.

We are unofficially informed that the famous tugboats of the Eastern Transportation Company

are going to run out of New York and Boston. We Pie-cards in Norfolk will gladly make up a tarpaulin muster to buy plenty of aspirin and adrenalin for the Pie-cards in New York and Boston, as they will need both of the medicines when they make those tugs, as coalburning firemen are plenty easy to find these days???

TRANSPORTATION

On account of poor transportation, I was forced to put a down payment on an automobile, and upon delivery of same, I found that there were 8 tires of the pre-war variety, but painted up like a million dollars, and each tire had another tire inside of it. I parked it in front of the Union Hall, and when I started to go home, lo and behold, if there wasn't a large sign painted on the starboard side of same, reading: THE 8 TIRED SIU BUS CORPORATION. No one has, as of yet, taken credit for the paint job, yet quite a few of the guys find it very nice to ride in said bus.

In this Port, we were barred from entering the Army Base, to cover SIU and SUP ships. We had been allowed to go on ships in the said Army Bases up to a few weeks past, and then this sudden order barring all Union Representatives from Army Bases. Yet, the Representatives of the Steamship Companies are

allowed to visit ships in the Army Bases any time and anywhere. WHY?

WHITEWASHED

Incidentally: why was the murder of H. H. Gurkin, a Merchant Seaman, who was killed at the USS Hotel Fairfax on or about May 18th, 1944, whitewashed or hushed? The supposed to be killer was brought back to Norfolk from Philadelphia, but when it came time for the trial, it seems that no witnesses were available, so the man was released. He then shipped out.

Most of our members are being accommodated at other hotels, where they can close both of their eyes when they sleep.

It would still be in order for some old-timers to show up here in this port of Norfolk.

CARL M. ROGERS, Agent

WSA Sets New Procedure On War Souvenirs

Conditions under which seamen on American flag ships will be permitted to bring or mail into this country various "souvenir" items from the war fronts were outlined over the week-end by the War Shipping Administration.

Crewmen of merchant vessels desiring to bring back enemy equipment must obtain certificates in duplicate from United States Army or Navy port officers or other officer designated by the commander of the area. These certificates will contain a statement by the seamen that the articles described are not being taken to the United States for purposes of sale.

Certificates will not be issued for any items that could be used for training troops, enemy military weapons, objects containing explosives, inflammables, fire-arms capable of being concealed on the person, name-plates removed from captured enemy equipment, or articles other than items of military equipment removed from the bodies of enemy dead, or other articles whose value as critical scrap material outweigh their value as trophies as determined by military theatre commanders. All souvenirs imported will be subject to duty as determined by the Bureau of Customs, of the Treasury Department.

Money Due

Jones and Camderlier, Messmen on the SS DAVID A. CURRY: Your overtime has been settled and the Company will mail the vouchers to your home addresses in the next few days. If you don't receive these vouchers in a few days get in touch with the South Atlantic Steamship Company in Savannah, Ga.

CHARLES WAID, Savannah Agent

The following men who paid off the SS WILLIAM R. DAVIES in Norfolk have 3 hours' overtime coming which they can collect by getting in touch with the South Atlantic Steamship Line in Savannah, Georgia: John Trieste, Messman; M. D. England, Messman; S. L. Beach, Utility Messman.

CHARLES WAID, Agent Savannah Branch

The CP-NMU Proposal — To John Shipowner

All we're asking Johnnie sweetheart
 Will you make our name secure
 For you took us in the alley John
 When we were young and pure!
 We're sitting on your doorstep John
 Your brats around our knee
 Your latest is the "grand" award
 From your own NWLB.

We asked you for the "Checkoff," John
 We vowed to be your spouse
 There's no love like an old love, John
 Though seamen call us louse!
 And so we sit and mourn, John
 And dote on your every word
 We promised Browder to marry you
 And Washington has heard.

So all we're asking Johnnie, sweetheart
 Will you make our name secure!
 We don't mind the shotgun wedding
 Though the seamen call us wh.....
 We're sitting on your doorstep, John
 With lovelight in our eye
 For without you we are destitute
 You've taught us to love pie.

We built for you a mansion, John
 A lovenest by the tide
 We planned a lovely future, John
 When we would be your bride
 And now you'd like to leave us John
 And go your fickle way
 To look for another light o' love
 Ah! Woe and lack—a—day!

We made you what you are John
 We put you on your feet
 With contracts made to order
 To make our love full sweet!
 We cooked for you and slaved, John
 We mended, patched and sewed
 And we would share your blanket
 In marriage a la mode.

Le Envoi:

All we're asking Johnnie, Sweetheart
 Will you make our name secure
 For you took us up the Alley John
 And the seamen call us wh.....

Top 'n Lift.

Japs Murder US Seamen In Far East

(Continued from Page 1)

massacre ended only when a scout plane approached and the Japanese vessel submerged, leaving the surviving seamen thrashing in the water, their hands still tied. They were rescued after they had spent fifteen hours in the water.

Captain Gussak is a member of the military police of the Army. Recently Captain Gussak's family received a letter from him saying that he had arrived safely at his destination after having undergone severe hardships. He said that he was suffering from a bad sunburn.

NOTICES

DEANNE D. BRUMMUND

Your mother, Mrs. Ruth Brummund, has moved to New York and is now living at 221 East 30th Street.

* * *

HENRY PAUL JANDRYS

Your duplicate draft papers have been found. Apply at agent's office, SIU, 2 Stone Street, New York.

* * *

Max Katz, James Sawyer, John Rodriguez, John Miller, Nicolas L. Fiola, Wayne Adamson, Floyd Cunningham, Harry Chiselka. These men took out books on SS BIENVILLE. Please pick up receipts at 2 Stone St., Room 502.

Unclaimed Wages

BULL LINE

The following is a list of unclaimed wages and monies due to members of the SIU from the Bull Line. All members are urged to pick up their money at the earliest opportunity:

M. L. Wheeler, Oiler, 1 day's pay; Fred Hohenberger, Fireman, 1 day's pay.

Rafael Ortiz, AB, 2 days' pay. Soto Acabeo, OS, 2 hours' overtime; G. C. La France, Fireman, 3 hours' overtime; Eugenio Nunez, AB, 2 hours' overtime; John Brake, Chief Cook, 1 hour overtime; J. L. Rouse, Messman, 1 hour overtime.

L. F. Doyle, AB, diff. in pay (\$94.50); D. Traiano, AB, diff. in pay (\$94.50).

F. Infante, Oiler, 8 days' pay. Albert Galza, Bos'n, 3 hours' overtime; James E. Golden, Carpenter, 2 hours' overtime; J. E. Monamayer, OS, 2 hours' overtime; W. R. Callis, Actg. AB, 2 hours' overtime.

J. T. Brady, Bos'n, 6 days' pay. J. C. White, FM-WT, 33 hours' overtime.

L. C. Freebody, Messman, 2 days' pay and subsistence; A. E. Korhonen, Bos'n, 7 days' pay.

Oliver Thompson, Ch. Cook, 4 hours' overtime; Cornelius Lyons, OS, 3 days' pay; Gilbert Duncan, Utility, 12 hours' overtime; John Dunlop, Messman, 11 hours' overtime.

Joseph Halas, FM-WT, 3 days' pay.

Wayne Pearson, FM-WT, 13 hours' overtime.

E. D. Jones, 2d Cook, 3 days' pay and 8 hours' overtime.

S. V. Leske, FM-WT, 2 hours' overtime.

Jos. A. O'Neill, AB, 8 hours' overtime.

A. A. Waichekauskas, FM-WT, 4 hours' overtime.

Alfred V. Wilk, AB, 2 days' pay.

R. A. Hunter, Oiler, 2½ hours' overtime.

J. B. Heine, FM-WT, 12 hours' overtime; Edward Ford, AB, 6 hours' overtime.

Luke Cassidy, OS, 2 hours' overtime; William Thompson, AB, 2 hours' overtime; Eugene Fleshman, AB, 18½ hours' overtime; Robert Johnson, OS, 1 hour overtime.

Orpha Johnson, Messman, 29 hours' overtime; Lawrence W. Keith, Utility, 29 hours' overtime.

Richard Burns, Bos'n, 1 hour overtime; Hugo Maccoline, AB, 1 hour overtime; Earl Shepard, 1 hour overtime; H. A. McIlveny, FM-WT, 1 day's pay; Edward Belkofsky, AB, 1 hour's overtime.

P. G. Van Veith, Utility, 73 hours' overtime; Yu Quay, Nt. Ck. & Bkr., adjustment of salary (\$55.01).

Edward Tremblay, Wiper, 11 days' pay; P. J. Walker, Messman, 7 days' pay.

NOTICE

CLAUDE H. RANDOLP:—

Write your Sister in Galveston, Tex., at once. I am divorced and wish to hear from you.—Marie.

Distribution Of Ballots For Merchant Seamen Set Up By WSA

(Continued from Page 1)

elections, distribution of 500,000 post card applications for State absentee ballots was started by WSA on April 27th. All eligible seamen receiving State ballots will thus be able to participate in elections for Federal, State and local offices in their respective states, WSA said.

Seamen can now secure all necessary voting information and assistance through designated voting officers on all merchant ships, and in all ports outside the United States wherever practicable, through the United Seamen's Service centers, hospitals, consular offices and WSA offices all over the world. These voting officers have been instructed to see that each vote is cast in secret and that no influence is exerted for or against any particular candidate.

Attention!

Will the holder of receipt No. 34464 and the holder of receipt No. 34465 please call at headquarters office, or write in and state what dues and assessments were paid.

These receipts were issued by C. Haymond aboard the SS Finley P. Dunn, Waterman Line, which paid off in Norfolk, Va.

NOTICE

Will Ernest Benton, former A.E. on the SS WILLIAM JOHNSON, please communicate with the undersigned promptly.

S. C. Berenholtz
1102 Court Square Bldg.
(2) Baltimore 2, Md.

Corp. Profits Up While Wages Lag, AFL Survey Finds

(Continued from Page 1)

of the 94 percent increase in incomes that the war has brought to business men, since this group is made up largely of small businesses whose average income before the war was comparatively low.

Corporations, the study shows, are the ones that have been making the big money out of the war. That is especially true of some 1400 large corporations, including 95 percent of the nation's largest companies, which earned (after payment of taxes) 7.9 percent on net worth in 1939 and 10.4 percent in 1943.

John S. Bryant will you please communicate with your mother at 300 Brannan Street, San Francisco 7, c/o J. Theo. Erlin Co. She is extremely worried.

**Protect Both America
and Your Money by Investing It in War Bonds.**

When The Devil Was Sick!

AN EDITORIAL

(Continued from page 2)

the proposal that the shipowners establish a set yearly wage as it effects the life and liberty of John Q. Sailor, the man who sails the ships and pays "Union" dues to these political racketeers.

What will it mean to the individual?

The NMU as usual gives NO DETAILS AS TO HOW SUCH A PLAN WOULD BE PUT INTO EFFECT NOR THE IMPACT UPON THE INDUSTRY AS A WHOLE AND THE INDIVIDUAL IN PARTICULAR.

To guarantee a set yearly wage the shipowner must have guarantees of the services of seamen for one year. It means freezing each and every seaman to his job for that period. This is industrial PEONAGE and serfdom!

It would establish BY CONTRACT WITH THE SHIPOWNERS THE VERY THING THE NMU FAILED TO GET BY LEGAL MEANS THROUGH THE NWLB — THE CHECKOFF. For the shipowners must cooperate with the NMU officials under the "contract" and procure their replacements from the "Union."

Seamen who quit the ship before their yearly term was up would find that they had lost their rights to "a guaranteed yearly wage." (By the same token any seaman who now works a year, on ONE or a dozen ships, has earned a yearly wage, guaranteed by the fact that he was employed during that period).

Operating under a free competitive economy

and the capitalist system NO SHIPOWNER CAN PAY CREWS IF THEY ARE NOT WORKING AND PRODUCING PROFITS FOR THE SHIPOWNER. That is their fundamental business axiom.

The NMU proposal means slavery for the individual in an attempt to stabilize the dying NMU. Under such a slave system the seamen would be chained to the ship and the shipowner, who would in turn uphold the "Union leadership" to which the slave belonged.

To this Hell's Brew being concocted in the NMU headquarters we must add the operation of the Ship's Commissars despatched from the CP through the NMU headquarters. Is this the "New World" that the CP-NMU "leaders" insist the American seamen are fighting to win?

Is stabilization of the Communist leadership to crush the Life and Soul—the Liberties and Rights of the American seamen—of Unionism—in the post war period?

Is the Constitution of the United States to be subverted and sabotaged by these sinister forces under a mask of "Unionism?"

These are the issues at stake and every American seaman is involved.

We see the collapse of the NMU dead ahead.

The outraged American seamen will deal with the Slavery Trust as soon as they are through licking the daylights out of the Axis. Fearful of the future the Stalinist leaders of the NMU are assuring the shipowners that "there will be

no Strikes after the War" and that there will be a post-war continuation of the No Strike Pledge.

They phrase the shipowner peace time control of the NMU (at a price of upholding the leadership) as "cooperation between employers and Unions." (God save the term. The NMU today is not a Union but a Political Club which must save its political neck at any price).

THIS IS THE TYPE OF "COOPERATION" AND CONTROL THAT IS ENVISAGED AND THAT THE NMU LEADERSHIP DEMAND FROM THE SHIPOWNERS. AN INDUSTRY OF SLAVES PAYING DUES TO A POLITICAL MAFIA.

We believe that the American shipowners have enough sense to know that the TYPE OF MEN WHO WOULD WORK UNDER SUCH CONDITIONS WOULD BE OF NO VALUE TO THE AMERICAN MERCHANT MARINE.

WE BELIEVE THE AMERICAN SEAMEN WILL SEE THROUGH THIS SWEETLY WORDED CATCH PHRASE "ANNUAL YEARLY WAGE" and realize what it will mean to them in Life, Liberty, Loss of Constitutional Rights, as well as dollars and cents.

We will have won the war against the Axis to lose it at home. Slavery aboard will have been crushed at tremendous costs and established here in our absence by the same totalitarian Coterie. OUR WAY OF LIFE WILL HAVE PERISHED!