

**SECURITY
IN
UNITY**

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



Vol. V. NEW YORK, N. Y., FRIDAY, DECEMBER 31, 1943 No. 39

A "Log" Headline Review Of 1943

SECURITY IN UNITY **SEAFARERS LOG** OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT, SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA No. 21 NEW YORK, N. Y., FRIDAY, AUGUST 20, 1943

Crew Gets \$7,000 Overtime; Our Working Rules Are Upheld

WYCKOFF'S SABOTAGE AT ATLANTIC LINE PAID

Seafarers Join West Coast Unions In War On RMO Fink-Card System

RMO Tightens Finky Grip On Seamen Deferment Set-Us

SHIPOWNER FRAMES-UP 'NEW ENGLAND' SEAMEN

\$15 Boost Won For 'New England' Men; 5 Cent Off-line Work Increase

USS Is Picketed By Angry Merchantmen

WSA Hopes To Use Draft To Break All Union Security

Atlantic Fishermen Call Strike For Living Wage

Lundeberg Leads SIU-SUP In Successful Defense Of Jones Act

BRASS HAT SQUEEZE FORCES ACCEPTANCE OF RMO CARDS

Gulf Organizing Drive Planned By Seafarers & AF

Macauley Would Muscle Men Into Final Articles At Delivery Port

Gulf Fishermen Make First Big Gains Under SIU Banner

War Prisoners Used By Shipowner To Upset Wages And Conditions

WIN CLOSED SHOP AT HIGGINS St. Petersburg 700 Continue

Seniors Are Allowed Fuss Budget Wyckoff

S.I.U. CREWS LAUDED FOR HEROISM AT SEA

The crews of SIU ships were the object of high praise this week from the seafarers' community while under enemy attack on the high seas.

11 SIU Men Prisoners Of War

RUFUS E. STOUGH, Cook 1419 1/2 Terpsichore St. New Orleans, La.	GEORGE A. RIGGINS, Wiper 210 Drumont Place Norfolk, Virginia	CARL
HENRY B. WILSON, AB 422 Grand Ave. Cumberland, Maine	MANUEL M. LED	Honol
ALFRED S. KATZ, Utility 2971 Ford St. Brooklyn, New York		
WILLIAM		

These headlines clipped from various issues of the Seafarers Log printed during the past year, reveal that it has been a busy 12 months for the union. We have been engaged in a constant battle with the shipowners and the government in defense of our rights and conditions. We have not won all the battles, but have won the majority of them — and the most vital ones.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

SELECTIVE SERVICE

Quite a few cases coming in here wherein officials of the union are being classified in 1-A, or being ordered inducted into the Army. They are not being even given consideration as seamen and permitted to go to sea when their local board turns down the union's request for deferment as an official of the union. These cases have all been taken up with the RMO and HQ of Selective Service.

Advised all union officials to immediately contact their respective HQ whenever they are being given the works, so that HQ can immediately make arrangements for an appeal, and right up the line to the President's Committee. RMO here does not make an appeal for union officials, they will support the union's request for an appeal. Here is a list of union officials who are being reclassified 1-A, and others ordered to report for induction.

Pietro Albert Maniscalco, SUP patrolman, S.F.
E. Wilson, SUP Business agent, Norfolk.

Herbert Yate, SIU patrolman, Wilmington, Calif.
Buck Stephens, SIU patrolman, New Orleans.

The RMO has supported the union's request for deferment in the above cases. However, it is necessary for HQ of the union to keep working on all of these cases, and not depend on the RMO offices. H.Q. of Selective Service will not overrule local or state directors on any case. All cases should be taken to the President's Committee when all other means have failed, and these appeals should come from H.Q. of the unions.

J. K. Shaughnessey, SIU Agent, Fort Lauderdale: Case of Robert Oiven Stevens has been turned over to the RMO. They have filled out form 42-A and have notified his local board to give consideration to this man as an active seaman as per directive of War Manpower Commission. Advise you to contact local RMO on any similar cases in the future as they have this jurisdiction over active seamen.

All ships delegates, and patrolmen should make it their business to see that masters of vessels send in RMO form 61 when crews sign on and pay off.

Arthur Burke, SUP Patrolman, S.F. Case of Ralph Johnson who was sick while a member of the crew of the SS Jane Delano and paid off of the vessel in Durban. WSA position on this matter is that he isn't entitled to transportation to the Pacific Coast as he signed off of his vessel thereby making that part of the ship's articles null. It is important that all members must again be notified that when ever they are sick and go to a hospital, they should

not sign clear of the articles as they take a chance of losing certain conditions which are incorporated in the ship's articles. They are entitled to wages until their vessel arrives back in the U.S. The WSA is now checking to see what the articles of the SS Thomas Hill called for, whether there was a transportation clause in there.

A. W. Armstrong, SIU Agent, New Orleans: Re; Crew of MV Cape Pillar claim for overtime while loading ammunition on Sunday.

The WSA has sent a letter to Mr. C. H. Marshall, Gulf Coast director of the WSA on December 13, 1943, and has stated that members of the unlicensed personnel loading ammunition between 5 P.M. and 9 P.M. are entitled to \$3.00 per hour for such work under the terms of Section 33. If, however, this interpretation of the agreement is disputed, the claim would have to be taken to arbitration under the terms of section 4 and 5 of the SIU agreement and the company involved.

UNITED SEAMEN'S SERVICE

There is quite a racket going on by some seamen who have figured out angles to put the ding on this outfit. It has come to my attention that several boys are going from one seaport to another and putting the ding on the people who have charge of the purse strings in this set-up. The angle is that they are active seamen and before they can ship they need a month's room rent for their wives, mothers, etc.

Several boys passing through

Washington have put the ding on the RMO, they are given a flop and chow, in some instances given transportation to some sea port. Of course the boys claim that they are stranded.

One of these mooches came in to see me. He stated that he was a member of the SIU, his name is William Costello, and he stated that he was going to Miami to join the SS Alcoa Trader.

He did not have his union book with him and stated that the union official in N.Y. sent his book to the union hall in Miami. Upon being informed that the union did not have a hall there, he tried to wiggle out with another cock and bull story.

This bird looked to me like a professional bum and certainly is not good union material. The RMO gave him a night's flop.

Claims that he has been sailing since 1938 and joined the SIU last July in N.Y. Stated that he has never joined any union prior to that time, has been sailing on tankers.

Advise all agents to keep tabs on this guy, and he is strictly a leech.

The WSA has requested that the AFL appoint some one to be on their post war planning committee. Matthew Woll, Vice President of the AFL has requested that I accept this assignment for the AFL in the Maritime Industry. Believe that it is important that we have some one on that committee to look after our interest in the maritime industry.

From The Labor Press - Bankers Loaned Germany Seven Billions

For many, many years Lord Vansittart was a high-ranking "civil servant," and was, therefore, in a position to acquire inside knowledge of what was going on in Britain—politically, financially and diplomatically. He retired after this war started and King George rewarded him with a seat in the House of Lords.

Now Lord Vansittart is sponsoring a drastic program to shackle Prussian militarism. Space will not permit a review of all his proposals, but one point needs to be stressed.

How was Hitler able to finance the war machine he has used to terrorize the world? Vansittart's

answer is that British and other international bankers loaned him \$7,000,000,000! The money was raised by selling German securities to investors in Britain, the United States and other democratic nations, and now practically all those securities are in default. Mussolini was financed in the same way.

If the bankers had not advanced these enormous loans, this dreadful war would not have occurred, because the champions of Fascism would not have been able to enslave the people of their own countries and prepare for the subjugation of the rest of the world.

—Labor

DRAFT INFORMATION

Since the WSA pink and white Form No. 61 has replaced Form No. 48 in handling draft deferments for seamen, we have had a large number of men inducted into the army. It seems that they are paying little attention to these new forms and to the RMO policy in general.

Under the old set-up Card No. 48 was sent into each local office of the RMO, and from that office sent on to Washington, D.C. This has been changed in that now all the new forms go directly to Washington and the RMO set-up is more efficient in cracking down on delinquents. If you

have to overstay the shore time allotted to you, you must contact the union Agent in your port and have him explain the extenuating circumstances to the local RMO office. If you fail to do this it is pretty likely that you will be classified 1-A and be army bound. In such cases there is little that the union can do for you. For your own welfare, as well as the welfare of the union, I urge all members to be most careful in their observance of these rules. We need the old-timers and experienced men aboard the ships — not in the army.

—JOHN HAWK

ATLANTIC AND GULF SHIPPING FOR WEEK OF DECEMBER 13th TO 18th

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	360	295	280	935
REGISTERED	301	272	300	873

Keep In Touch With Your Draft Board

Congressman Dripp by Yomen



"TWO GENTLEMEN FROM THE CIO AND AFL SEE YOU."

HAPPY NEW YEAR?

This is the traditional time to wish friends a "Happy New Year," and we make such a wish for all SIU men. However, we would be less than realistic if we expected any degree of fulfillment for the wish.

The men who man the merchant ships have had a rough time of it during the past year and they will have just as bad a time in the year to come—no one can deny this fact. It's not just the enemy bombs and torpedoes that we're talking about (though those are no small item, God knows), rather is it the home front offensive against the rights and living conditions of the men.

Facing storms and loneliness and submarines is part of the modern seaman's job and he is doing it with unparalleled courage and fortitude. But he feels that his sacrifices at sea entitle him to a living wage, union security and the dignity of a freeborn man. He receives none of these without a continual and bitter battle with profit mad shipowners and power drunk Washington bureaucrats.

While the seaman risks his very life in the prosecution of this war, the shipowner sits safely at home and schemes how to break the unions and cut his payroll costs. And this situation isn't going to change in 1944—it's going to get worse.

So, we don't make an idle wish for a "Happy New Year," rather do we wish for all SIU men a New Year of courage and militancy and solidarity; courage to face the dangers they must, militancy in the face of their enemies at home, and solidarity with all union brothers in the building of a strong union which is the only guarantee of achieving a "Happy New Year" in the years to come.

SIU Hero Lauded On Return To Sea

Brother Jules Souza, hero of the sinking of the SS Alcoa Guide, received praise this week for returning to sea after only a short period of recuperation on the beach. Officials pointed to him as a man "typifying the spirit of the merchant marine."

The Alcoa Guide was attacked by three submarines that put approximately 100 shells into her before she went down. Rafts and boats were launched with great difficulty because the engines were running full ahead, and there was no one in the engine room. With great difficulty part of the black gang went below to reverse the engines, allowing Souza to launch the rafts. Souza fished three shipmates out of the sea and the four of them spent weeks on the raft. The others died before rescue arrived on the 32nd day — Souza being the sole survivor.

As these words are being written Souza is again at sea.

Personals

CHARLES SEYMOUR
Contact Att. Samuel Segal, 11 Broadway, New York City.

SIU Fishermen's Strike Spreads

As the strike of the Atlantic Fishermen's Union, SIU, entered its sixth week today, the important Gloucester fleet of 100 boats began tying up. Gloucester had previously reached an agreement on catch prices with the wholesalers and the OPA, but the branch is now walking out in support of the other ports which have been unable to reach any agreement.

This support from the Gloucester fishermen was announced by Austin Powers, business agent for the union in that port. Powers said that some 270 members of the branch had met to denounce the wholesalers and OPA and to lay plans for active support of the union by strike action. Another meeting of the full 700 members of the branch will be held the end of the week when the formal strike vote will be taken and the boats tied up.

In the meantime the fishing fleets in Boston, New Bedford and New York remain tied to their docks.

ADMIRAL LAND ISSUES MEDICAL EXAM RULES

Lakes SIU Warns Railroads On Scabs

DETROIT, Dec. 27—Some 700 car ferry seamen affiliated with the Seafarers International Union (AFL) in the Great Lakes district warned today that they would join in the impending walkout of railroad brotherhoods and unions if the railroads attempted to substitute non-union employees.

Mardy Polaner, district secretary - treasurer of the Seafarers, sent telegrams stating their stand in the railroad controversy to ferry operators including the Ann Arbor Railroad at Frankfurt, Mich.; the Grand Trunk Western Railroad here; the Pere Marquette Railroad here, and the Mackinac Transportation Co., Marquette, Mich.

The messages informed the ferry operators the seamen would refuse to work with scabs and would not move freight cars handled by them.

MONEY DUE

LOUIS DOYLE, DOMINICK TRAIANO, HERAL COBLER: You have differential in wages coming from the last trip of the SS Marina. Collect from any Bull Line office.

Overtime is coming to the following crew members of the SS Del Aires:

C. MICOSZEK
J. KORNAFSKI
L. GOEMAN
A. JEPSON
E. TORRES
J. DAND
J. JOHNSTON
BOB NOAH
J. VALESQUEZ.

Collect from any office of Mississippi Line.

The War Shipping Administration has just released the new revised medical examinations which are to be binding on January 1, 1944. Every member of the union should study the following text of Admiral Land's order. The WSA has announced that these regulations will go into effect irrespective of any objections to them by the various maritime unions.

1. In order to safeguard the health of crew's members and troops, and the safety and efficiency of the vessel itself, there shall be instituted the practice of requiring regular annual, as well as signing on medical examinations and the basic immunization of all licensed and unlicensed personnel employed on all American, Honduran, and Panamanian flag vessels owned by or under bareboat charter to the War Shipping Administration.

2. Nothing in this order is applicable to medical programs of shipping companies which already have such programs in operation. This general order is applicable only to facilities and programs of the United States Public Health Service and the War Shipping Administration which either are available or will be made available to carry out the purpose of this order.

3. In accordance with administrative order No. 51, these examinations shall be under the guidance and control of the medical director of the War Shipping Administration, who shall be an officer of the United States Public Health Service detailed for the purpose by the Surgeon-General of that service. The medical director will be represented in each port by a port medical representative, who, at ports where the Public Health Service maintains a first or second class relief station, shall be the medical officer in charge of the Public

Health Service relief station at that port. The port medical representatives shall have supervisory charge of these examinations in their respective ports.

4. The signing on examinations are designed to discover cases of tuberculosis, venereal disease, communicable and infectious diseases, epilepsy, insanity, and acute surgical conditions. Special immunizations shall be arranged for when vessels are proceeding into pestilence areas. Annual physical examinations, providing the basis of individual treatment and cure, shall be instituted as rapidly as facilities permit.

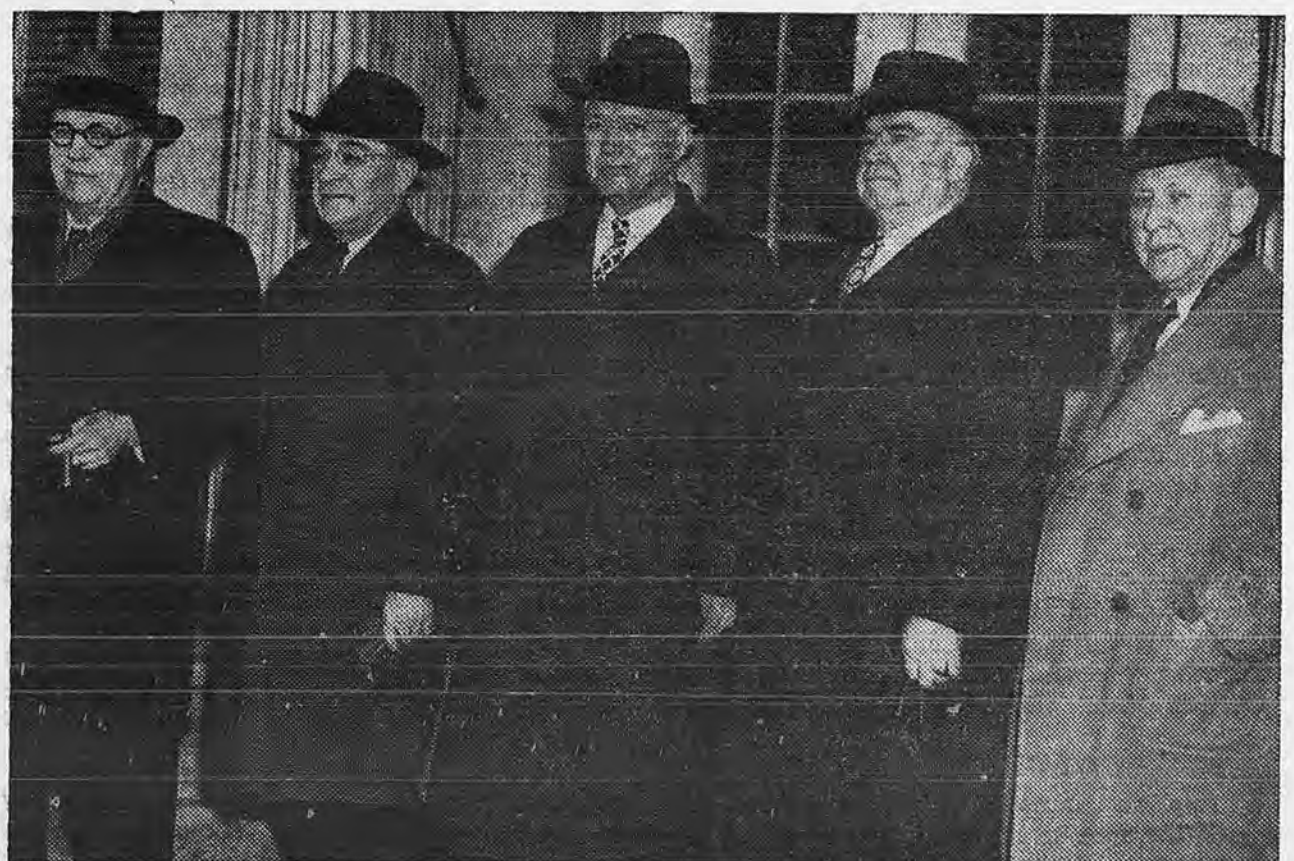
5. Experienced seamen shall not be disqualified for age or disabilities due to age and occupational wear and tear. The purpose of the program is protection to others and remedial action for those needing it. The hospital facilities of the United States Public Health Service and the rehabilitation program of the Federal Security Agency are already available for seamen requiring such services.

6. Examinations will be instituted at each port where maritime activity justifies it on the effective date of this order, or as soon thereafter as possible. Supplements will be issued to this order for carrying out these examinations and immunizations and the procedures to be followed.

7. Standards for medical examinations shall be set by the medical director of the War Shipping Administration, under the requirements and with the approval of the United States Public Health Service.

8. Each examinee, if he so desires, shall be fully advised orally regarding the facts disclosed by his examination. If he fur-

(Continued on Page 4)



These heads of the five operating railroad unions are shown on Dec. 23rd as they entered the White House in the last step of their year long fight to win wage increases to meet the sky-rocketing cost of living. Shortly after meeting with these union leaders (and denying their just wage demands), President Roosevelt seized all the railroads in the country and proceeded to operate them under army control.

(Left to right) T. C. Cashen, Switchmen's Union; H. F. Fraser, Order of Railway Conductors; A. F. Whitney, Brotherhood of Railroad Trainmen; A. L. Johnston, Brotherhood of Locomotive Engineers; and D. B. Robertson, Brotherhood of Locomotive Firemen & Enginemen.

Rules On Issuing Trip Cards, Collection Of Dues, OK'ing Transfers

All Districts of the Seafarers International Union have adopted uniform and integrated rules on issuing Trip Cards and the transferring of members from one District to another. These rules were first drawn up at the San Francisco meeting of the SIU Executive Board this fall, and have since been ratified by the membership up and down the coast.

Issuing Trip Cards:

1. All men who do not have trip cards issued by a district affiliated with the SIU, and who are dispatched aboard vessels we have under contract, must be dispatched through the union hall with a trip card from the Atlantic and Gulf District.
2. Any crew member found aboard ships, who shipped in out ports or after hours, and who does not have a trip card from one of the districts affiliated with the SIU, shall be lined up by the official contacting the ship.
3. The district which first dispatches a man and has his trip card duplicate on file, shall receive all revenues paid upon that trip card.
4. A trip card man who has paid dues on his trip card, shall pay dues and assessments to the district which issued the card.
5. Trip card men, in good standing with their organization, desiring to become a member of a different district, may do so provided he is acceptable and makes application to that particular district.
6. When a trip card man becomes a member of another district other than the district which originally issued the card, the district joining the man shall notify the respective headquarters of the transfer.

Collecting Dues On Trip Cards

1. Trip card men shall pay in advance the Strike and Organizational Assessment (\$5), the Annual Strike Assessment (\$3), and the Current Months Dues (\$2), a total of \$10. The collection of these monies shall be left to the discretion of the local union officials.
2. After the completion of one voyage of 30 days or more, and upon recommendation for membership, the trip card man shall pay (in addition to the payments listed in paragraph 1) a \$10 initiation fee, \$2 hospital and burial assessment and sufficient dues to bring him paid up to the current month.

Transfers Into the Atlantic & Gulf District:

1. Any member in good standing of any District may transfer to any other district affiliated with the International, subject to the provisions and rules of the respective districts. However, no member shall be forced to transfer from one district to another as long as he remains in good standing in his original District.
2. A man applying for a transfer must be a full book member of his original District. This means that Probationary members are not eligible for transfer.
3. The applicant for transfer must have paid all current assessments and the current month's dues to his original District. If the applicant has paid dues ahead in his original district, these dues are not credited to the Atlantic & Gulf District, and he must begin paying monthly dues from the moment of his transfer into the new District.
4. The applicant shall pay to the Atlantic & Gulf District the following monies at time of transfer:

Current Strike & Organizational Assessment	\$ 5.00
*Current Annual Strike Assessment	3.00
*Current Hospital, Burial & Shipwreck Assessment	2.00
Transfer Fee	1.00
Current Month's Dues	2.00
TOTAL	\$13.00

Transfers into the Sailors Union of the Pacific:

1. Same as paragraph one under the Atlantic & Gulf District.
2. Applicant must have been a member of a District affiliated with the International, and must have been a member for one year.
3. Applicant shall pay to the SUP at time of transfer, the following monies:

*Current General Fund Assessment	\$ 5.00
*Current Organizational & Legislative Assessment	5.00
*Current Hospital, Burial & Shipwreck Assessment	2.00
Transfer Fee	1.00
Current Month's Dues	2.00
TOTAL	\$15.00
4. Applicant must have paid all current assessments and current month's dues to his original District. If he paid dues in advance to his original District, these dues are not credited to the SUP and he must start paying dues to the SUP from the moment of his transfer.

Transfers into the Pacific District:

Requirements the same as those of the SUP.
(*Current means the year in which man transfers.)

MEDICAL EXAM RULES

(Continued from Page 3)
ther desires a written statement, it will be furnished to him in conformance with established regulations and practices of the United States Public Health Service.
9. If a seaman who has failed to pass a medical examination, questions the correctness of the

decision, he may appeal in accordance with the provisions of his collective bargaining agreements. If the seamen's collective bargaining agreements contains no specific provision relative to physical condition, or no collective bargaining agreements exists, the dispute shall be settled by a doctor satisfactory to both

parties. If such an arrangement is impracticable, the case shall be decided by the Public Health Service officer who has been appointed as port medical representative. A seaman if rejected may appeal the decision to the medical director, representing the United States Public Health Service and the War Shipping Administration, whose decision shall be final.

10. All reports of signing on medical examinations are to be made on a form approved by the medical director of the War Shipping Administration. A report of each medical examination shall be retained by the examining medical officer; a copy shall also be forwarded to the medical director of the War Shipping Administration as he requires. Reports of physical examinations shall be treated as confidential in accordance with the regulations of the United States Public Health Service.

11. The effective date of this order is January 1, 1944.

E. S. LAND, Administrator
War Shipping Administration



AFL Pres. William Green, Pres. Frederick Crawford of the National Association of Manufacturers and CIO Pres. Philip Murray (l. to r.) are pictured together at the 48th Convention of the NAM in New York. But they did not agree on postwar aims. While Green and Murray called for full employment after the war, Crawford asked for "freedom from labor leaders."

LEAVE HER JOHNNIE, LEAVE HER (Paraphrase on Yankee Clipper Sea Chantey)

I thought I heard the seamen say
(Leave her, Johnnie, leave her)
Our NMU leaders turn us gray
(It's time for us to leave her.)

The ships stuck fast for many a year
(Leave her, Johnnie, leave her)
Leave her to Browder with a big Bronx cheer
(It's time for us to leave her.)

Her bottoms gone, her planks are warped
(Leave her, Johnnie, leave her)
Her finger men have the seamen marked
(It's time for us to leave her.)

They can neither steer, nor luff, nor wear
(Leave her, Johnnie, leave her)
The Star of Moscow is their only care
(It's time for us to leave her.)

Her running riggings carried away
(Leave her, Johnnie, leave her)
The Browder lubbers are there to stay
(It's time for us to leave her.)

The trip was short tho the years were long
(Leave her, Johnnie, leave her)
Their hot air windy gales were strong
(It's time for us to leave her.)

Tho their speeches blew the ship stuck fast
(Leave her, Johnnie, leave her)
For men get wise to their game at last
(It's time for us to leave her.)

So Sing Ahoy may we never be
(Leave her, Johnnie, leave her)
On a finky ship and a Moscow sea
(It's time for us to leave her.)

—Top 'n Lift

NOTE: This Chantey was sung when coming into port. It was a ritual used to serve notice on the Old Man that the crew were leaving the ship and didn't intend to stay on her.

MAIL IN AGENT'S OFFICE—NEW YORK

- Arruda, Seafuro M.
- Berwick, Louis
- Cheatham, Harry (2)
- Christensen, Martin
- Denman, Frank
- Driver, W. A.
- Engquist, E. T.
- Farmer, Richard E.
- Feber, Leo
- Fitzgerald, Neil
- Figueoa, Jose
- Glenn, E. T.
- Hamby, Clyde
- Harmon, Neal (2)
- Hauke, Adam
- Hesselrope, H. A.
- Hillmer, Harry
- Kaney, William B.
- Kelley, Jesse
- Kischner, B. M.
- Klauber, Perry
- Kliderman, Steve
- Klieger, Harry
- Kust, Andrew
- Lukkarila, Edwin
- O'Brien, James
- Osterberg, Albert A.
- Perkins, Walter
- Peterson, Eric
- Rogan, Norbert
- Sanchez, L.
- Seda, Angel
- Sliterman, Harold
- Sokolowski, Alexander
- Spencer, William L. (2)
- Starrbrough, Donald M.
- Turner, S. D.
- Van Duyne, James A.
- Zippriam, Patrick W. (2)

What Is a SCAB?

"After the God had finished the rattlesnake, the toad, the vampire, He had some awful substance left with which he made a scab. A scab is a two-legged animal with a corkscrew soul—a water-logged brain, a combination backbone made of jelly and glue."—Jack London.

Keep In Touch With Your Draft Board