

**SECURITY
IN
UNITY**

SEAFARERS Log

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



Vol. VI.

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No. 4

New SIU Officials Elected

1944 Officers Installed By Tally Of Vote; Members Gains Protected

Tabulations of votes cast in the annual elections of officers for the Atlantic and Gulf District of the Seafarers International Union have been completed. The results were submitted by the Tally Committee in a report to the membership meetings on a coastwise basis. The membership concurred in the report installing those elected in office. Although many of those renamed to office are incumbent officials some changes were made.

In re-electing Brother John Hawk as Sec'y-Treasurer of the District and returning many of the Port Agents and Patrolmen to office the membership assured the Union of capable and experienced leadership for the difficult year that lies ahead.

Gains Stressed

Stressing many of the gains that the Union has made during the past year and warning the membership and all officers to be constantly alert to the maneuvers of anti-Union elements the Union's leadership pointed to the record of the organization for delivering the goods to the men on the fighting fronts.

Also on the general ballot were amendments to the Union's constitution and a resolution altering the shipping rules to conform with the present war-time condition. The resolution calls upon all members to sail when they

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Alabama State AFL Fights Bradford Act

MONTGOMERY, Ala. — A panel of three Federal judges Thursday of last week denied an injunction sought by Alabama labor leaders of the AFL to block enforcement of the reactionary Bradford Act which is designed to hamper Trade Unions in this State.

The law passed by the 1943 State Legislature provides that all union activities be regulated under a State Labor Dept. created for the purpose by the same Act.

Section 7 of this law requires that unions must file their constitutions and by-laws, numbers of members and salaries of officers, dates of elections and lists of all dues and assessments levied, as well as lists of properties owned by the unions.

In addition to this the Bradford Act requires the unions to file complete financial statements

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SIU Purchases \$75,000 War Bonds In Drive

Coastwise concurrence with a resolution instructing Sec'y-Treasurer John Hawk to invest a portion of the SIU Atlantic and Gulf District's funds in War Bonds has been tabulated with a practically unanimous membership in favor of putting the Union's idle money to work in the war effort.

The resolution directed that \$45,000 from the General Fund and \$10,352 from the Hospital and Burial Fund be ear-marked to complete the transaction. These bonds will have a matured value of \$75,000 and are in addition to the present total of \$102,000 (matured value) now held in the safety vaults by the Union's membership.

The decision to purchase the bonds came when the Union was solicited to buy bonds in the Fourth War Loan Drive by Mrs. William J. Dwyer, widow of a late member of the Sailors' Union

of the Pacific. Brother Dwyer was lost on a ship without trace during the war, as were all hands aboard the same vessel. Mrs. Dwyer worked in connection with the State AFL Committee on the Fourth War Bond Drive in arranging the purchase.

The bonds have already been paid for and upon receipt of same they will be deposited in the Union's safety deposit and make a grand total of \$177,000 worth of War Bonds at matured value being held in trust for the membership.

The resolution ordering the

(Continued on Page 2)

UNION DRIVES TO PROTECT BONUSES FROM MWEB CUT

The membership of the Atlantic and Gulf District of the Seafarers International Union are driving to protect their current scales of war bonuses from further attempts to cut them by the War Shipping Administration through the Maritime War Emergency Board. Wires and letters are being sent by individuals and groups of members from all ports and branches protesting the attempts to cut the present scales. All com-

munications are being addressed to members of the Maritime War Emergency Board, as follows:

Dr. Frank P. Graham, National War Labor Board Dept. of Labor Building; Edward Macauley, Chairman of the Maritime War Emergency Board, Commerce Bldg., and Dr. John R. Steelman, Director of the Conciliation Service, Dept. of Labor Bldg., Washington, D.C. All are members of the MWEB in addition to the other posts they hold.

Copies of such letters and telegrams are being sent to the Union's Washington Representative, Matthew Dushane to be re-

tained as evidence of the Union's position and for when the matter must come up for an advisory committee meeting soon.

Officers of the Union in commenting upon the proposed reductions point out that they are not consistent with present day economic factors due to the burdens of additional taxation and increased living costs.

They cite the fact that countless thousands of patriotic American seamen answered the pleas of their Country and left lucrative shore-side jobs to return to sea and serve in the Merchant

Marine after Pearl Harbor.

The War Shipping Administration's Recruitment and Manning Organization has kept up a constant barrage of propaganda over the radio and through the press urging men to return to sea, and recruiting men for service with the American Merchant Marine. In all these statements the RMO clearly indicated the approximate earnings and bonuses provided for under the war-time emergency.

This is the bargain that the WSA now seeks to set aside even

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ILGWU Bonds Buy Fourth Liberty Ship

BALTIMORE, Md. — High praise was bestowed on the war record of members of the American Federation of Labor by Governor Herbert O'Connor of Maryland at ceremonies here attending the launching of the Morris Sigman, a new Liberty ship, named after the late President of the International Ladies Garment Workers Union.

The Morris Sigman is the fourth Liberty ship in the past few weeks to be sent down the ways bearing the names of past I.L.G.W.U. leaders. The others were the Morris Hillquit, the Benjamin Schlesinger and the Meyer London. The ships were financed

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RMO Anti-Union Drive Fostered In Lakes Area

Striving to perpetuate the RMO of the War Shipping Administration as a permanent organization in the post-war period certain officials of that Government group are planning to set-up an economic stranglehold on all seamen manning every type of vessel in the American Merchant

Marine, or connected with it in a subsidiary capacity: Tugs, barges and flat scows not excepted.

The purpose of the RMO's drive for control is discerned as a

method to provide an outlet to employ the thousands of trainees they have crowded the industry with who are currently on the RMO payrolls at some \$6.50 per day and to justify the RMO's wastage of the taxpayers' money before the Appropriations Committee in Washington.

This is seen in the controversy recently indulged in concerning the recruitment and manning of ships plying the Lakes area and the RMO's being granted control over the area under a new "plan."

This was worked out following considerable uproar between the Office of Defense Transportation, the War Manpower Commission, the RMO and the Lake Carriers' Ass'n. In effect, it is said, that the new set-up aids the RMO which has been blocked in some respects by both the Lake Carriers' Ass'n and the Office of Defense Transportation—and it will further strengthen the anti-Union plans of the RMO, for they have been given:

1. Control of the occupational deferments of men in selected age groups and capacities.

2. Complete control of recruitment and manning for the lakes operators.

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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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Frey Blames 25 Federal Agencies For Mixups That Provide Strikes

WASHINGTON, D. C.—Lack of a clear and consistent Government labor policy is largely responsible for wartime strikes, John P. Frey, president of the AFL Metal Trades Department charged in a "Labor For Victory" broadcast over a nation-wide NBC hookup.

Instead of a national labor policy, administered by one central authority, Frey said, there have developed more than twenty-five Federal agencies which issue regulations, directives and decisions that are too often conflicting and confusing.

He also charged that because of the confusion and delays in decisions which sometimes drag on for a year or more workers become irritated and break their no-strike pledge.

To remedy the situation, Frey called for the centralization of all Government bureaus and boards dealing with labor in the Department of Labor, which was originally set up for that purpose. In no other way can a definite national labor policy be established, Frey declared. He added:

"Strikes and threats of strikes during wartime are indefensible. They are intolerable. And the American people have a right to demand that they shall not occur."

"But there are also other conditions during wartime equally indefensible. One of these is profiteering; and another, equally indefensible and intolerable, is mismanagement of the labor situation by employers and representatives of Federal agencies."

"I would fail in my responsibility if I did not frankly tell you that the morale of our industrial workers has been injured—seriously injured—and that it is now

vitaly necessary that it should be restored. Abuse or arbitrary directives will not do it. Attempted punishment through legislation will not do it. Efforts to turn the members of our armed forces against the munition workers will not do it.

"The great majority of strikes have resulted from an unnecessary irritation, an irritation which like a chafing harness has finally created an open sore. Workmen who have given their solemn pledge not to strike during the duration of the war must be protected from anyone in private management or governmental position who would take advantage of that no-strike pledge to see how far they can go in imposing upon them."

Honor Roll

FRANK MURRY	\$20.00
S.S. J. BALDWIN	16.00
J. T. EDWARDS	10.00
S.S. WM. S. BEANER	7.00
ARTHUR E. CORD	7.00
JENS JENSEN	7.00
S.S. CLARK MILLS	6.00
S.S. WARD HUNT	6.00
S.S. VIRGINIA DARE	6.00
BERT SONDERICKER	5.00
J. MALFARA	3.00
F. SULLIVAN	2.50
CARL PAETZEL	2.00
H. CHILDS	2.00
FEILDING W. WARREN	2.00
A. FAUST	2.00
C. J. EBERHART	2.00
M. LONGFELLOW	1.00
ALBERT GRUBER	1.00
CHARLES DOWLING	1.00
A. SCHALNAN GRUNAR	1.00
TOTAL	\$111.50

MONEY DUE

The Maritime War Emergency Board has authorized payment of a port attack bonus of \$125.00 to the crew members of the S.S. James M. Gillis for the enemy attack on the Port of Naples, Italy. Payment of the above amount can be obtained by calling at the office of Smith & Johnson, 80 Broad Street, New York City.

Stewards Depts. of the S.S. Francis Marion and the S.S. C. Curtis of the Robin Line who made the last voyages of those vessels, contact C. Martin, New York Patrolman regarding division of extra-meal money.

Union Drives To Protect Bonuses From MWEB Cut

(Continued from Page 1) though they guaranteed the same in order to aid the RMO in recruiting seamen.

In addition to that the WSA's RMO has maneuvered to freeze those who answered the call into the industry as well as those actively engaged as seafarers at the war's outbreak.

Further, the RMO through its recruitment programs has flooded the industry to a dangerous extent with some newcomers who cannot be counted as competent and whom are regarded as a constant source of danger to their fellow seamen on the job.

Thousands of experienced seamen carry that new element on

their backs when it comes to actually sailing the ships.

The old-timers who disregarded offers of safe shipyard work at high wages—as well as other shore-side jobs—remained in the industry sailing hazardous ships without guns and without defense of any extent against the vicious torpedoes of enemy submarines.

And in this they are comparable to "clay pigeons" for they are under the continual hazard of not only submarine attack but surface vessel as well as aerial attacks and bombings.

In determining the basis for attempted cuts, the Union's officers point out that the government officials utilize figures from the Navy stating that the submarine menace has lessened because sinkings have decreased, as well as reductions in cargo insurance rates.

The obvious fallacy of using such figures is apparent, officials declare, for the lessening of sinkings cannot be construed as to mean the absence of hazard of submarine sinkings, as well as dangers from surface attacks and aerial attacks and bombings.

Such are always present in the war zones and should be the basis for increasing the bonuses, it is said.

Further, it is declared that the comparison of crew members with cargo insurance rates is incompatible with the fact. Cargo, it is argued, is a cold, inanimate property and is not subject to nerve hazards and is insured on the probability of loss rather than against damage. Where damageable cargo such as perishables are concerned insurance rates remain at their former percentages. And seamen are highly perishable since they are animate beings and subject to the human equation.

The proportion of seamen casualties from the war attest the hazards and proclaim the necessity of the continuation of extension of the war bonuses. All members are urged by the officials to continue in their fight against the proposed attempts to cut such.

New SIU Officials Elected By Membership Ballot

(Continued from Page 1) have joined a vessel and places a penalty on performers.

Tally Committee's Report

Those elected to office, according to the Tally Committee's report, were:

Brother John Hawk, No. 2212, re-elected as Sec'y-Treasurer for the District.

John Mogan, No. 216, Boston Agent.

Joseph Lapham, No. 247, Boston Joint-Patrolman.

Paul Hall, No. G 190, New York Agent.

Joe Volpian, No. G 56, New York Engine Patrolman.

Louis Goffin, No. 4526 and James Sheehan, No. G 306, both New York Deck Patrolmen.

Claude Fisher, No. 362 and Fred Hart, No. 488, both New York Stewards Patrolmen.

Harry J. Collins, No. 496, Philadelphia Agent.

Joe Flanagan, No. 542, Baltimore Agent.

Matthew Little, No. 2294, Baltimore Patrolman-Dispatcher.

Rexford E. Dickey, No. 652 and James T. McCaulley, No. 1, both as Baltimore Joint Patrolmen.

Charles C. Martin, No. 1856, Norfolk Agent.

Paul Ambrose, No. 4713, Norfolk Joint-Patrolman.

Charles Waid, No. G 54, Savannah Agent.

D. L. Parker, No. G 160, Tampa Agent.

Olden Banks, No. G 1, Mobile Agent.

C. J. Stephens, No. G 76, New Orleans Agent.

James DeVito, No. G 185 and Ted R. Terrington, No. G 68, both as New Orleans Joint-Patrolmen.

Ray W. Sweeney, No. G 20, Galveston Agent.

Daniel Butts, No. 190, San Juan Agent.

Those elected to office by the membership pledged themselves to continued development of the Union organizationally, and represent the membership in their

continual struggle for wages and conditions against the operators.

Opposition Cited

All officers look forward to a greater SIU and point to the continual opposition that the SIU has received from countless elements in Washington who would deprive the seamen of their hard-won gains.

In reviewing the past year, Brother Hawk, re-elected as Sec'y-Treasurer for the Atlantic and Gulf District, pointed out the many attacks that have been made on the Union by the bureaucrats seeking to perpetuate themselves in office in Washington.

He pointed out that the organization and the membership must be constantly alert and on their toes to preserve the gains the Union has made.

Serving as a Tally Committee were Brothers Arthur Thompson, No. 2888; Joseph Timitho, No. 5202; Ralph Hayes, No. 348; Stanley Greenridge, No. 1863; Ferdinand Nunziaute, No. 7055, and John Marciano, No. 6282.

Keep In Touch With Your Draft Board

SIU Purchases \$75,000 War Bonds In Drive

(Continued from Page 1) purchase also provides that the bonds shall be examined by each Quarterly Finance Committee. The measure follows in full:

RESOLUTION

WHEREAS: The Atlantic & Gulf District of the Seafarers International Union of North America has in the Hospital, Burial and General Funds more than sufficient cash to meet the ordinary disbursements required of these funds, and

WHEREAS: This cash is lying idle in the bank, and

WHEREAS: United States Defense Bonds constitute the safest investment in the world, the entire integrity of the government being their guarantee, and

WHEREAS: The government

has urgent need of this money to finance a war in which our members are front-line fighters, therefore be it

RESOLVED: That the Secretary-Treasurer of the Atlantic and Gulf District be instructed to withdraw \$45,000 from the General Fund and \$10,352 from the Hospital and Burial Fund, and with this money purchase war bonds, and be it further

RESOLVED: That a banking committee of 3 men be elected at the New York Branch meeting to go with the Secretary-Treasurer to deposit these bonds in the safe deposit box. These bonds shall be examined by each Quarterly Finance Committee.

Ralph H. Hayes, No. 348
Joseph Timothio, No. 5202
James Malfara, No. 7443

Keep In Touch With Your Draft Board

ILGWU Bonds Buy Fourth Liberty Ship

(Continued from Page 1)

by the purchase of eight million dollars worth of War Bonds by the Joint Dress Board of the I.L.G.W.U. in the third War Loan Drive.

"The success of our war effort could not have been achieved except for the services of the great body of loyal American workers who make up the American Federation of Labor," Gov. O'Connor said at a luncheon preceding the launching of the Morris Sigman. "Offsetting the few instances of derelictions by unions, there are countless numbers of cases of great sacrifice and devoted service by workers and their organizations.

"It has never been necessary for me in my official capacity to condemn labor leaders. The representatives of the AFL in Maryland have cooperated very closely with me and are doing a fine job for their country."

AFL President William Green told the gathering that "labor will make any sacrifice to win the war." He called for strict adherence to the no-strike pledge in the months ahead.

The late Morris Sigman was eulogized by David Dubinsky, I.L.G.W.U. President, and by Julius Hochman, Vice President of the Union. Dubinsky declared that the ship bearing Sigman's name may eventually be sunk, but it will never falter in its duty or compromise with the enemy. Hochman stressed the fight made by Sigman against Communist infiltration in the union and declared that due to his leadership the Communists have no influence in the organization today. He said that immigrant workers learned the meaning of Americanism through the union which has educated them in democracy.

The actual launching was performed under the sponsorship of Mrs. Morris Sigman. Although

Alabama State AFL Fights Bradford Act

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with the State and would bar strikes by terming them "outlaw." Bentley G. Byrnes and George L. Smart, both of New Orleans, represented the labor groups, while Atty.-Gen. Wm. N. McQueen appeared for the State. The panel of judges was made up of District Judges T. A. Murphree and Charles B. Kennamer with Circuit Judge Samuel H. Sibley.

The Federal Court action was filed in the name of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers, AFL, Local 675 of Gadsden, Alabama, together with other labor organizations throughout the State.

Indications are that the fight will be carried to the highest possible court.

In affirming the Act as enforceable the Court upheld the appointment of W. Emmett Brooks as State Labor Director. Mr. Brooks recently declared in an administrative opinion that his department will consider closed shop agreements invalid "unless some court of competent jurisdiction shall declare otherwise."

This, the AFL Unions declared, was an attempt to throw the entire State over to an "open-shop" policy and abrogate all existing Union contracts.

Meanwhile, a petition for an injunction asked by the Alabama State Federation of Labor in the Montgomery County Circuit Court to stop the payment of salaries by the State to the labor director was denied by Judge Walter B. Jones.

she is now an invalid, Mrs. Sigman broke the bottle of champagne over the knife-like prow of the ship at the first try and sent it smartly and auspiciously down the ways into Chesapeake Bay.

MONEY DUE

By reason of an enemy attack on the port of Oran an attack bonus is payable to crew members of the S.S. Josiah Bartlett, Voyage No. 2, who were attached to that vessel as of that date.

Checks and vouchers are being held at the New York office of Eastern Steamship Lines, Inc., Pier 25, North River, for the men listed below:

Harry F. Koehler
Anslem Snow
John E. Glynn
Harold D. Smith
Rawland S. Miers
Mark Davis
Juan M. Soto
Joseph J. Tardif
Joseph E. Leaumont
Theodore L. Simonds
Arthur H. Wilson
Marshall F. Smith
Abraham Chernin
Charles W. Prementine
Horace Stevenson

William P. Cronin
Manuel Flores
Benigno Beautista
Albert D. Nash
John A. Pritchard
Albert E. Meyers
Henry L. Scott
John Bouyea
Duncan E. McAskill

Checks and vouchers are being held at 40 Central Street, Boston, Massachusetts for the following men:

John F. Wood
Edward Silberberg
John W. Bigwood
Leo R. Mulrean
Harry Glock
James R. Frotten
Fred H. Horneman

The following members of the crew of the S.S. Benjamin Contee can collect their overtime money at the Mississippi Shipping Co. office, 17 Battery Place, New

Labor Draft Spells Regimentation, Not Efficiency, Green Tells Union

KANSAS CITY, Mo. — AFL President William Green assailed proposals for labor conscription as unnecessary and unwise in an address here before the seventeenth consolidated convention of the International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.

Using the remarkable war record of the members of this union as his text, Mr. Green declared that war production is proceeding so well that a National Service Act would only be likely to harm instead of help.

The record breaking exploits of the Boilermakers in the nation's shipyards, their yeoman efforts in helping to build 27 million tons of merchant shipping and in doubling the size of the Navy received high praise from the AFL chief.

He also declared that the union's compliance nationally and locally with labor's no-strike pledge "has been as close to 100 per cent as is humanly possible."

After pointing to the record breaking totals of ship, plane, tank, artillery and ammunition production, Mr. Green declared:

"In the calm and deliberate judgment of the American Federation of Labor, labor conscrip-

tion as contemplated in the proposed National Service Act, would not add a single bullet to the nation's war production totals.

"On the contrary, we firmly believe that the substitution of involuntary servitude for voluntary cooperation might so confuse the production program and so upset labor morale as to retard production and set back the entire war effort.

"It must be remembered that only last November the representative heads of American industry, agriculture and labor, joined in a unanimous statement opposing labor conscription and insisting upon voluntary cooperation as the real solution of manpower problems. From long experience in the practical operation of the American way of life, they came to the inescapable conclusion that increased regimentation does not bring about increased efficiency. On the contrary, one of the major factors that will eventually help us win this war is the incontestable superiority of free American labor over slave Nazi labor. To deprive American workers of their freedom through a National Service Law would only deprive our country of one of its main sources of strength.

"It is argued by the proponents

of this dangerous legislation that it would help prevent strikes. That view is not upheld by the facts. Great Britain has had a National Service Law since Dunkirk. That law has not prevented strikes in Britain. In fact, the number of strikes in that country during the past year has been greater than ever before and higher proportionately than in America.

"Because it will not increase war production, because it will not solve manpower problems, because it will not prevent strikes and because it may seriously embarrass the nation's war effort, the American Federation of Labor will resist with all its power the attempt being made to enact a National Service Act.

"We call upon all of our members to prove by their example that such a law is as unnecessary as it is unwise. The national and international unions affiliated with the American Federation of Labor have made a 100 percent perfect record in fulfilling our no-strike pledge to the Government. We now call upon our local unions to match that perfect record. At this moment, vast military movements are in progress and even greater drives are in preparation."

What Ho! The Admiral

No more we'll "Shoot him at Sunrise"
Or shout for his downfall
For Admiral Land has made the grade
He speaks in N.M.U. Hall.

No more "the arm chair Admiral"
For WE have seen the light
One year has passed, our line has changed
And "left" is now the "right."

No more do we demand his head
And hushed is our hue and cry
For WE must "work" the Admiral
Or we are high and dry.

No more the slurs and angry blast
Nor insults hurled in jibe
Our eyes are turned on Government jobs
And so our thoughts we hide.

And so we listen with silent breath
And print his every word
All is now sweetness, truth, and right
All is one sweet accord.

Ah, silent is our political voice
And grave-like is our press
We need him now to give us "tone"
To cover our distress.

He's now the "worthy Admiral"
We print his every quote
To beguile the N.M.U. "innocents"
And keep our game afloat.

—Top'n Lift.

SAVANNAH

Shipping in this port is still good and it looks as if it is going to continue to be good for some time to come.

Had 7 new ships out from here in the month of January and if the next month is anything like this we are really going to be busy down here. So far have already had one out this month and have another scheduled for next week. Haven't had much trouble getting crews together with some of the boys coming in every day from trips just completed.

Had the Tulsa and the Shick-shinny of South Atlantic in Wilmington last month with practically a full crew placed aboard. Also had a new C-2 out from there for Mississippi.

If shipping continues to be as good as it has been here, will be able to use everyone I can get my hands on, as have been shipping men as fast as they come in, including all three departments.

Steady as she goes,

CHARLES WAID, Agent

Keep In Touch With
Your Draft Board

ATLANTIC AND GULF SHIPPING FOR MONTH OF JAN. 1st TO JAN. 31st

DECK ENGINE STEWARD TOTAL

SHIPPED	2348	906	808	4062
REGISTERED	1302	1054	662	3018

Shipping is slowing up?

York City.

GEORGE M. CROSSMAN, AB;
WILLIAM SZYTZ, Bos'n; JOHN
R. STORK, AB; THOMAS J. Mc-
NICHOLLS, AB; GORDON L.
WILLIS, AB; EDGAR H. EM-
ERY, AB; CLYDE D. HAMBY,
OS; WILLIAM M. LAWTON,
Fm-WT; PASQUALE A. TEUR-
ACE, Fm-WT; and H. H. GAL-
LAGHER, Fm-WT.

S.I.U. Gains New Members

Demonstrating the healthy growth of the SIU the Finance and Investigating Committee disclosed in a report to the New York Branch meeting, Monday of this week, that over two thousand new members have joined the Atlantic and Gulf District of the Union during the past quarter.

In commenting upon the stable financial position of the Union the Committee reported to the membership that they had viewed the War Bonds held in the safety deposit vault. They pointed out that these bonds will have a matured value of \$102,000.00.

The report follows in full.

REPORT OF QUARTERLY FINANCE AND INVESTIGATING COMMITTEE

February 14, 1944

We, the duly elected Quarterly Finance and Investigating Committee, having been duly elected at the regular Branch meeting held February 7th, 1944.

Have checked the bonding of all the officials and found that the officials in all Branches are properly bonded.

We have investigated the financial transactions of the Union for the period and found them in order.

We have checked the books of the various funds under control of the Secretary-Treasurer and have found them to be correct with Certified Public Accountants balances as well as the banks.

We made test checks of various Branch financial reports, and found that bills and income receipts were listed correctly in the Secretary-Treasurer's weekly financial reports and that the recapitulation sheets were made out correctly. Also made test checks of the dues record cards against the branch financial reports and found them to be correct.

We have found that 2013 new members were joined in the past Quarter.

We accompanied the Secretary-Treasurer to the Federation Bank and Trust Co., and examined the National Defense Bonds in the safe deposit box. These bonds have a matured value of \$102,000.

We have counted the buttons on hand and list the count below.

Buttons on hand last report	1800
Buttons sent to Branches during Quarter	900
Buttons in office	900
Buttons received from Mfg.	3686

Total buttons on hand 4586

We have examined the complete system of recording dues, all financial transactions of the Branches and the Secretary-Treasurer's office and have found it to be very efficient.

We have counted the membership books on hand and found that there are 1800. There are 40 cash receipt books on hand numbered from 22501 through 24451.

In view of the foregoing we recommend that the Auditors Quarterly Financial report be accepted.

Due to the importance of the Union's live records, we recom-

mend that the Secretary-Treasurer be authorized to have a vault installed that will be fire-proof and burglar-proof.

We also have acted as a Building Committee and along with the Secretary-Treasurer, looked over several buildings and recommend leasing three floors in the building situated at 51 Beaver Street and move there as soon as possible. This is a very good location as it is just one block and a half from here.

We have also submitted a resolution in the matter of buying more bonds and we strongly recommend that the membership concur in this resolution.

Signed: Ralph H. Hayes, No. 348
Joseph Timothio, No. 5202
James Malfara, No. 7443.

ILO To Probe Post-War Policy

MONTREAL — An agenda of seven points has been prepared for the ILO conference to be held beginning April 20, at Philadelphia, headquarters of the ILO here announced. It will be the first ILO conference since 1941.

The principal items in the agenda will be "Recommendations to the United Nations for present and post-war social policy," and "Future policy, program and status of the ILO."

"The conference," the ILO says, "should be asked to proceed immediately to a general examination of social policy, and the discussions should not be confined to generalities but should deal courageously with the practical problems which are sure to arise and on which governments are entitled to look to the ILO for advice and guidance."

Another item in the agenda concerns the organization of employment in the transition from war to peace "by which is to be understood," says a memorandum on the conference, "not so much the question of the motive and general inspiration of economic activity, but rather the whole technique of the transfer of manpower from war activity to peace activity, the short term measures required, the problems of training, of public works."

The ILO will submit proposals concerning re-employment of members of the armed forces and war workers, and on special employment problems with regard to special categories of workers, youths, disabled and women.

The ILO was created after the last war to promote social justice and improve the condition of labor. There are 53 member nations, including most of the United Nations and neutral states.

The conference in the United States is expected to last three to four weeks. Delegations from 35 to 40 member states are expected to attend.

MONEY DUE

FROM BULL LINE:

S.S. Babcock: week end overtime in St. Johns, Dec. 4th and 5th, 1943, payable to all unlicensed crew members at the company's office.

S.S. Dorothy: 3 weeks' linen money payable to Stewards Dept. members.

S.S. Gov. John Lind: Paid off in Mobile, Dec. 20th, 1943. Vincent Williams and J. Driscoll each have 32 hours coming.

JOSEPH FEIRENCE, S.S. William Tilden: Has a division of wages for 3 months and 8 days coming. Collect at Bull Line office.

FROM CALMAR LINE

S.S. Stevenson Taylor: T. PARKER, \$17.57; A. IGNACIO, \$12.78; B. KLAKOWICZ, \$14.78; A. MOSES, \$23.58; WM. PILJAR, \$29.97; H. MAKOWSKI, \$35.56; H. FALL, \$21.98; C. DANULES, \$19.18; J. SHAFFER, \$21.57. Collect at Calmar Line office.

S.S. William Pepper: R. C. TOWNSEND, \$21.57; P. G. FOX, \$23.17; C. GOODWIN, \$3.20; P. PARRIS, \$46.69; R. C. BELL, \$11.18; J. SPRIGGS, \$135.44; H. WATSON, \$117.17. Collect at Calmar Line office.

S.S. Richard H. Lee: L. WEBER; DE LEON; COUNCEL; E. COOPER; JUNIUS FISHER and R. L. ALEXANDER. Each of the aforementioned have \$61.98 coming to them. Collect at Calmar Line office.

Sailors, Oilers and Chief Cook from S.S. Lyman Hall have overtime coming for past trip. Collect at South Atlantic Co. office, 17 Battery Place, New York.

Transportation beef settled in favor of the crew of the Cape St. George that paid off in New Orleans, January 1944.

Crew of the S.S. Eleazar Wheelock which paid off in New York on Sept. 28, 1943, can collect \$125.00 attack bonus at Calmar Line office, 39 Broadway, New York City.



UNDER ANY CIRCUMSTANCES

J. A. Anderson, T.C. No. 3649
A. Bercehell
Walter Bachman, T.C. No. 3209
Cecil Brock, T.C. No. 3654
Gaetano Cavalier
Charles Gedden
Richard Hill, T.C. No. 1723
Sydney P. Josephson
Arthur Krowe
G. La Rocca, T.C. 3462
John Loughran
Wm. Leiner
Wm. Madison, T.C. No. 3733
P. Naryles, No. 2720
Juan Nieves, No. 2389
Gasper Sansone, No. 22880
Rudolph Van Dyke, T.C. No. 3241
W. S. Wilson
"T.C.": (Trip Card)
"P.": (Probationary)

NMU Officials Say It With Musical Dollars NMU Member Declares

Deception is the art of covering things up—so that the members see the right hand without knowing what the left hand does. It is the staff of life to the Stalinist leadership of the NMU whose policies are bankrupt. The membership must be amused and diversion is on the order of the day—the first point on the political agenda.

But at the same time that the members are being amused with everything from a hula hula to a jazz band in the shipping halls the left hand is busy stacking the cards.

The old checkoff is covered up and made to sound respectable by naming it a "dues deduction Plan." And the membership of the NMU are to be forced to sign the cards in order to get their book stamped "approved." This is a queer conception of democracy indeed. Actually such a conception of democracy is to be found in insane asylums. It is the very brand of "democracy" practiced in Hitler's Germany or Stalin's Russia.

Yet, these perverts of all things democratic and the meaning of democracy have the unmitigated gall to assure the NMU members that theirs is a democratic rank and file Union. Loud assurances are given by these totalitarian refugees that the NMU is democratic.

No doubt they wish to impress the American Government with their brand of democratic conception as a working example.

Their scornful evaluation of the mental average of the present crop of NMU members is measured by their artful pretence and demagoguery. The I.Q. of the membership has reached a new low in their estimation and the Stalinist presumptions mount to high heavens.

The "dues deduction Plan" sounds soft and easy—like a symphonic score. But its meaning is harsh as the blare of trumpets. The shipowner will collect and turn the dues over to parasites who sit in their easy chairs. How will they be able to carry on their "never ending struggles against the shipowners" (if we believe their words) then—after John Shipowner has become a full partner in sustaining the economic life of the NMU and aiding them in usurping the democratic rights of the members? Ah Brothers—this is a contradiction which must be solved through the use of Stalinist dialectics.

If you haven't got that "democratic stamp 'Approved'" in your NMU Book you will be told that you are not and cannot be a member of the NMU?

Well, this correspondent is willing to bet that the croupiers in the NMU lottery won't let you leave in any numbers for that means lost dough. They will try and apply strategy and tactics. The individual will be told that the majority has accepted in a "democratic" election or manner and that you, my friends, are the only ones out of step. You must line up with the majority.

And how can the NMU maintain its non-existent contracts without any members?

Would such procedures against

NMU members who refused to allow John Shipowner to put his hand in their pockets in the interest of the Stalinist leadership and machine in control of the NMU, be a blow against the war effort—and an attempt to interfere with a seaman's rights to sail?

Certainly, this economic "putsch" against the rights of the membership does not square with their never ending screams that their only interest is "keeping them sailing" and "winning the war." Their motive in slipping the Check-off system on the seamen shows that winning the war is secondary to their real plans—enslavement of the American seamen and the development of the MNU by "evolution" into a joint CP-Shipowner Association, Incorporated.

Yea, Brothers—dues "deduction" sounds soft and musical but it's the same old Check-off racket; even though it's announced as being in the spirit of Teheran, Cairo and Moscow.

We know it well.

—NMU Rank and Filer

RMO Fosters Anti-Union Drive

(Continued from Page 1)

Officials of the RMO in Washington exposed their stand somewhat when they were asked for comment and declared that they would use basically the same policies and practices now used regarding off-shore and deep-sea personnel.

According to Government releases the plan was worked out between "industry and Government representatives," and calls for closely "co-operative efforts of vessel operators, the War Manpower Commission, the U.S. Coast Guard and the Recruitment and Manning Organization of the WSA."

It is further reported that the RMO took this method to control all exits and entries to the industry as a means of bolstering its failing program on the Lakes while furthering its anti-union program.

To this same end the RMO has recently gained permission from the War Manpower Commission to issue "certificates of availability" to many specialized ratings that will be recognized by the WMC. These certificates will in effect mean a "passport from job to job," union conscious people recognize, and leave men at the mercy of the RMO bureaucrats.

It is reported that the majority of the labor organizations who represent seamen and inland water employees have not been consulted as to the desirability and feasibility of the RMO's plan to control all seafarers.