

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



Vol. VII.

NEW YORK, N. Y., FRIDAY, FEBRUARY 16, 1945

No. 7

We Launch A World-Wide "Log" Drive

The drive to make the *Seafarers Log* available to seamen in every port in the world got under way in New York this past week with over 2,000 *Logs* being placed aboard outgoing ships for distribution in foreign ports.

The New York Branch is making up special packages of current and back issues of the paper, enclosing a letter of instruction in the package, and placing them aboard every ship which signs on in this port. This plan for world distribution will be extended to all ports up and down the coast.

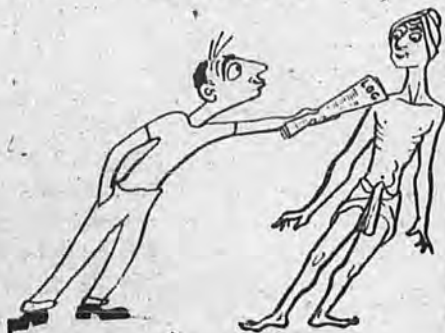
SIU Chief Stewards will be the key men in the new distribution plan, and have the responsibility to see that the *Logs* are delivered. The New York Branch is placing the following letter of instruction in the bundles, addressed to the Chief Steward:

"Dear Brother: This envelope contains the latest issues of the *Seafarers Log*. We are asking you to put these ashore at hotels, clubs or bars which SIU men frequent abroad. By thus bringing news from home to your brother members who have been long away, you will be living up to the principles of a good union man and helping the welfare of your union. We are counting on your cooperation. Fraternally yours, Paul Hall, New York Agent. P.S. So that we can know how foreign distribution of the *Log* is going will you please note below where and when you placed the copies entrusted to you. Turn in this report to the patrolman when you get back."

It is hoped that through the Stewards' reports we can have a controlled distribution, and cover all sections of the world into which sail SIU ships.

The *Log* welcomes any suggestions or criticism of this distribution plan, and certainly solicits the names and addresses of clubs and bars to be covered with distribution.

Give The "Log" To A Friend



SIU JOINS FIGHT AGAINST 'SLAVERY' LEGISLATION

Union Fight Aired



Over a nation-wide network, millions of listeners heard radio and screen star Edward Arnold (left) defend the Action of the American Federation of Radio Artists (AFL) in suspending Cecil B. DeMille (right) from his \$5,000 a week radio program for refusal to pay \$1 assessment to fight an open shop proposal in California. Arnold condemned DeMille for chanting hymns to democracy while refusing to abide by the majority decision of the union.

Income Tax Deadline

WASHINGTON — Millions of wage earners throughout the country can use their Withholding Receipts, recently received from their employers, as the simplest income tax form ever written, according to Joseph D. Numan, Jr., Commissioner of Internal Revenue.

Seamen are urged to file their returns at the earliest possible moment so that they may have time to secure the necessary information, and to avoid the last minute crowds on March 15. Making out returns should be much easier this year because of the greatly simplified forms.

It is estimated that 30,000,000 wage earners will be eligible to use their Withholding Receipts, showing wages paid and tax withheld last year, for their returns. Anyone, including a minor whose income last year was \$500 or more must file a return by March 15. Withholding of tax does not excuse anyone from filing a return which is necessary to determine whether the taxpayer owes more or whether Uncle Sam owes the taxpayer a refund.

Seamen may use his Withholding Receipt as a return if his income is less than \$5,000 and practically all from wages subject to withholding.

In using a Withholding Receipt for a return, all a taxpayer has to do is to answer a few questions regarding income and exemptions, sign and mail it without any money to the collector of in-

ternal revenue in his district, and wait for the collector to figure the tax and send either a bill or a refund.

Deductions approximating 10 per cent of income are automatically allowed anyone using the

(Continued on Page 4)

The May Bill, providing for labor draft (for private profit) of all men 18 to 45, came under sharp attack from the SIU last week when the union sent telegrams to all U.S. Senators asking that they modify the bill to allow for voluntary controls over the labor supply. Following the lead of the International office in San Francisco, the Atlantic and Gulf District applied direct pressure to all Senators representing the east coast and gulf states.

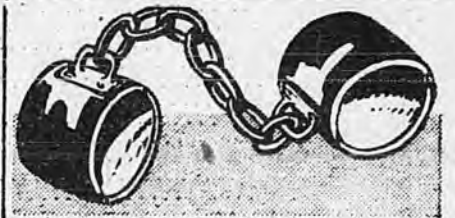
Each branch sent telegrams to the Senators representing their individual state, and the District headquarters sent telegrams to all Senators. The Bill has been passed by the House and is now before the Senate.

Following is the text of the telegram sent to all Senators by Secretary-Treasurer John Hawk:

"The Seafarers International Union of North America, Atlantic and Gulf District, representing 25,000 active merchant seamen who have manned the ships carrying supplies to our armed forces in this struggle for liberty, earnestly plead with you to exercise the utmost intelligence in deliberations on May Bill and cast your vote for the Taft amendment thereto.

(signed) John Hawk."

The Taft amendment would eliminate the compulsory provisions of the bill, and return to the War Manpower Commission the supervision of voluntary controls over the labor supply.



The union has already received considerable response to its telegrams from the members of the Senate. One of the first to reply to our telegram was Senator E. V. Robertson of Wyoming, co-author of the Taft Amendments. Senator Robertson wrote Brother Hawk:

"For your information I wish to state that Congressman Barrett of Wyoming introduced H.R. 1803 which would provide for mobilization of the nation's manpower with the aid of the selective service system. This measure was offered as a substitute for the May Bill and was defeated by only ten votes, causing much favorable comment. When the May Bill reached the Senate, Senator Revercomb joined me in offering an amendment to the May Bill under consideration which con-

(Continued on Page 4)

ILO Delegates In London



ILO delegates at London decided to establish tripartite committees—including labor, employers, and government—to consider steps for the improvement of working conditions after the war. While most of the European labor delegates favored this step, it was opposed by SIU delegates on the ground that government usually sides with the employer—thus establishing a two to one vote against labor in the committees. Shown at this session of the ILO are (left to right) A. Parodi, France; Dr. Isador Lubin, U.S.; Sir Frederick Leggett, Great Britain; Paul Martin, Canada; A. Van Acker, Belgium.

SEAFARERS LOG

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 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor.

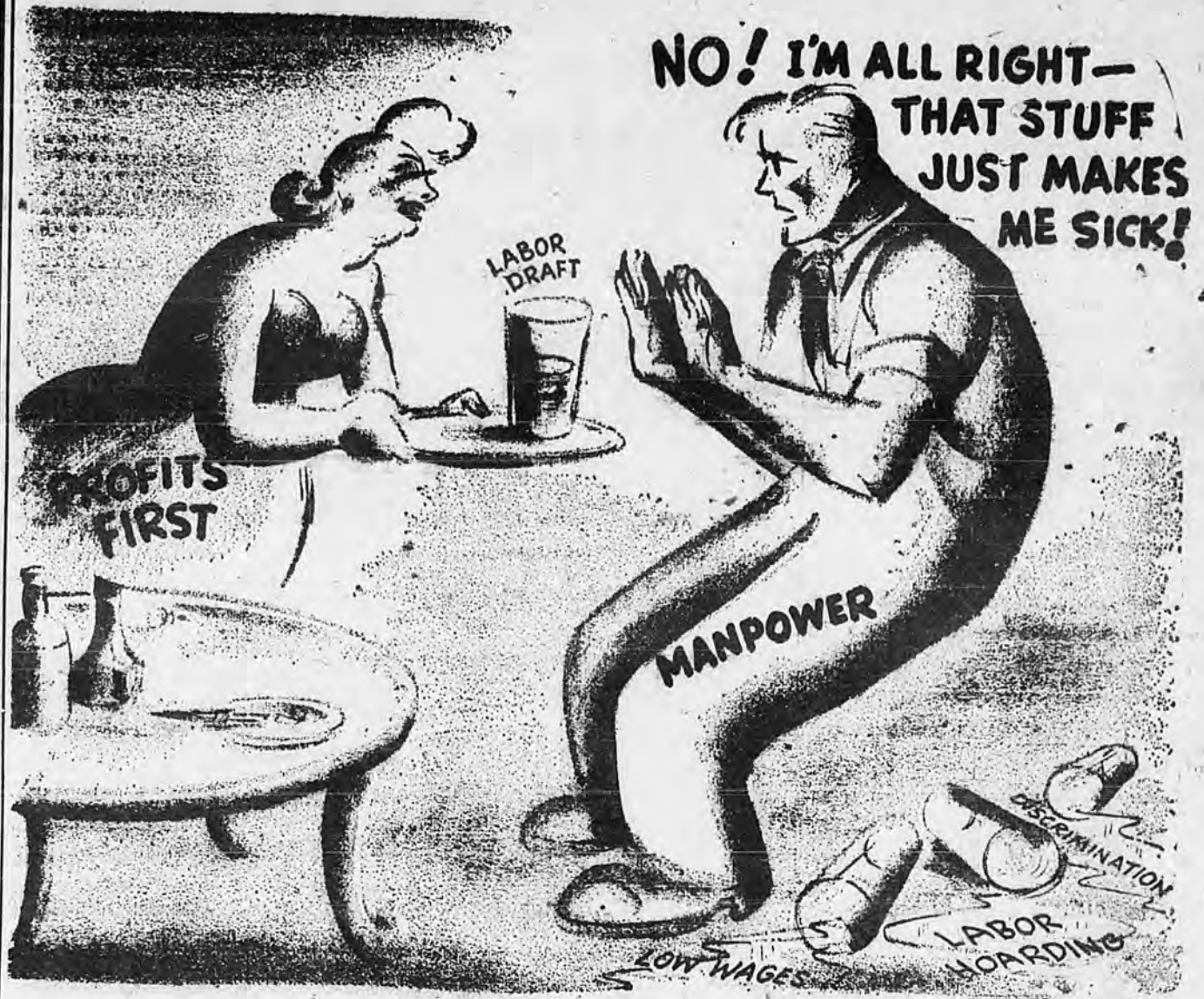
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—Justice

MARINERS MEDALS FOR SEAFARERS DEAD HEROES

More honors came this week to the heroic dead of the SIU. Twenty-six members of the Atlantic & Gulf District are to be awarded posthumously the Mariner's Medal. This decoration is given for wounds, physical injuries, suffering from dangerous exposure, or loss of life as a result of the acts of the enemy.

This is the first time the Medal has been awarded to SIU men. Following is the full list of the Brothers who are being so honored:

- JOHN HENRY BERGERON
- CYRUS BERTRAM BLAIR
- WILLIAM AIKNON BORDER
- DIXIE BURTON
- ROBERT EARL CARPENTER
- CURTIS CHANDLER
- CARVILLE H. COUNCILMAN
- COY LEE ENGLISH
- WILLIAM FOWLER GRAHAM
- JUSTIN LOWE JACKSON, Jr.
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- CHARLES HENRY NOBLE
- THOMAS PATRICK O'BRIEN
- JOHN BENJAMIN OLSZEWSKI
- CHARLES FRANK PUCKETT
- CHAS. DOUGLAS SCHERMER
- FRANCIS D. SPLANE
- JAMES TATE
- GREGORIO S. TORRES
- DONALD BRAYSHAW WATTS
- DAVID HANNIBAL WEBSTER
- EDDIE B. WILTZ

Some Advice For SIU Trip-Carders

By JOHNNY JOHNSTON

To the new men that are coming into the union every day, the old-timers and brothers who have been going to sea for a few years, want you to know that they are with you all the way in helping you to become a good seaman and union brothers.

Every man at one time had to be a first tripper. All were keen, making mistakes and getting into trouble. Those that stay, mastered every mistake and error, others left the sea when they found that mistakes and errors were fatal to ship and crew.

Here are a few pointers that will help aboard ship. Always remember when you are on watch, your shipmates below are getting their rest and sleep. Don't run over the decks. In case of emergency walk fast and watch where you are stepping. Don't slam doors, or sky-lock in passageways, foc'sl or messrooms. Always go out on the hatch, there you disturb no one. When on lookout at night remember that every man below is depending on you. A man that cat naps or stands in doorways, out of rain or wind, is letting his shipmates down.

Work with the old-timers, learn something new every day. Master those mistakes and errors. Be a good seaman and union man and we'll have a strong union.

MONEY DUE

SS ALCOA SCOUT

Paid off Feb. 1, 1945

R. Kenny, Utility man, 27 days mess man's pay. C. McGillen, Chief Cook, 18 days Steward pay. 31 days missing utility man wages split between C. McGillan, Chief Cook and H. Klapp, 2nd Cook.

Payable at Alcoa SS Company office, 17 Battery Place.

SS ALEXANDER LILLINGTON

Overtime to following men is payable for bailing water from forecandle on the evening of January 11, 1945: Richard Evans, 3 hrs; Harld Jewel, 3 hrs; John Davidson, 1 hr; Osborne Jones, 1 hr; Lewis Trexler, 1 hr; Arthur Petrin, 1 hr; John Cronmiller, 1 hr; Matthew Colillo, 1 hr. Collect at South Atlantic Office in Savannah.

SS WILLIAM PEPPER

Following men have overtime coming: Talley, 37 hrs; Humphry, 30 hrs; Adams, 30 hrs; Melzer, 22 hrs; Stout, 44 hrs; King, 45 hrs; Todd, 39 hrs; Figueroa, 37 hrs; Gaskin, 46 hrs; Chantelois, 31 hrs; Fournier, 31 hrs; R. Christenson, 34 hrs; Lazoda, 38 hrs, and Doriazio, 41 hrs.

SS RICHARD H. LEE

Laquerre, 56 hrs, \$21.00; Parker, 55 hrs., \$21.00; Hay, 7 hrs., \$3.00; Jacups, 8 hrs., \$3.00; Oswald, 23 hrs., \$9.00; Bohart, 50 hrs., \$21.00; Poinsett, 7 hrs., \$3.00; Iwine, 8 hrs., \$3.00; Beasley, 54 hrs., \$21.00; Halliwell, 70 hrs., \$30.00. Collect at Calmar SS Company office.

SS ARTHUR DOBBS

Robert Sjoberg, 42 hrs., and 34 hrs; Stanley Kulesze, 14 hrs;

Wm. Wenzel, 16 hrs; E. H. Wilcox, 10 hrs; F. M. Powers, 3 hrs. Collect at Calmar SS Co. office.

SS GEORGE CRAWFORD

Chas. Rolkiewicz, OS, 158 hrs; Earl White, AB, 184 hrs; Edw. Bobinski, AB, 184 hrs; Edw. Rook, AB, 96 hrs; Clif Brummet, AB, 96 hrs; Alf Mowel, AB, 176 hrs; Thomas Olden, AB, 136 hrs; Robt. Hairsten, AB, 136 hrs; Rodger Mendez, OS, 195 hrs; Don Schumaker, Oiler, 91 hrs; Thomas Shea, Oiler, 131 hrs; Harry Goden, Fireman, 112 hrs; Paul Gazie, Fireman, 112 hrs; Don Payton, 112 hrs; John Sullivan, 177 hrs. Collect at American Range Lines Office.

WARREN DAVIS and LOREN E. OLIVER

who made the Voyage No. 10 on the SS YAMHILL, Los Angeles Tanker Operators, Inc., can collect \$6.04 each by applying at the Agent's Office, New York Hall, where there are vouchers to be signed and check waiting.

Muster Out Pay Proposed For Seamen

Mustering-out pay for merchant seamen in the amount of \$2.00 for each day of service aboard ship after December 6, 1941, and until termination of the war, was proposed (HR 171) in the House on January 3, 1945, by Representative Celler, New York.

The measure is identical with a proposal introduced by Mr. Celler during the last session of Congress, and which was opposed by the WSA on the ground that the pay provided under the bill would be far in excess of benefits provided members of the armed forces. The proposed legislation was referred for consideration to the House Merchant Marine Committee. It provides that amounts payable to any seaman shall be not less than \$100 or more than \$500.

The Old . . . And The New



—West Coast Sailors

WHAT'S DOING

Around the Ports

CHARLESTON

Shipping has been slow for the past week but expect it to pick up the last of next week with one ship in transit and one to pay off. Have had five men thru here the past week as repatriates, with two still in the hospital here. Have had several members to sit for their license here with satisfactory results.

JAMES L. TUCKER, Agent

NEW YORK

The port of New York seems to have settled to normal shipping again with 822 men shipped in all departments this week. 931 registered. There were few permit card men shipped but no occasion to call the RMO. After the shipping boom that we have had in this port for the last two months this seems rather slow, but it is what we can expect in the future. There were 22 ships paid off and 31 signed on. We have a convoy in port now and shipping may pick up a little. There are quite a number of men on the beach and it seems that is the case up and down the coast. The silver lining is that there are enough men to form a quorum in ports that were not able to hold meetings in years.

This port lost quite a few patrolmen through the 1945 election and the draft scare. One of our biggest problems is finding an efficient way to replace Frenchy Michelet.

The SS George Crawford overtime dispute has at last been settled and the men involved can scan the money due list in the LOG this week to the tune of over 2,000 hours. The SS Richard Talisman paid off here with over 11 months behind her with no beefs in any department, an occurrence rare. The crew is to be commended for bringing her off a long trip all squared away. The Arthur Dobbs paid off here with Brother Bernard Stuart as Chief Steward. There was quite a procession at the payoff to meet him. The ship was about in as good shape as could be expected of any Calmar ship. The SS Chas.

Finlay, of Overlakes Freight Co. paid off here with quite a number of beefs but all were settled aboard the ship.

Patrolman Joe Volpian crowded his work in so that he was able to visit the hospital a couple of times this week. He reports that we have about fifty members in the hospital.

Our new Assistant Sec.-Treas., Louis Goffin, has taken over. We will miss him for the work that he has done as Patrolman here, as he is a seaman with plenty of experience, starting as an OS, on a troop transport during the Spanish American War.

The problem has been solved for replacing Michelet, as was mentioned early in this column. The janitor now comes to work ten minutes earlier in the morning.

J. P. SHULER, Patrolman

NEW ORLEANS

Things have been quite busy here this week, what with the arrival of our new Agent, Bro. Michelet, who took over and is getting acquainted in this port again. He is an old New Orleans man so it came natural to him.

First thing he did was to look for red beans and rice, Bro. Shuler please note.

Shipping has not been very good here the past week, only had two ships in. Both paid off clean and were in very good shape all around. Brother W. H. (Red) Simmons was Steward on one so that explains why it was in such good shape. He had the Chief Cook and the 2nd Cook saying the fats in the galley during the trip. About ten gallons was saved this way and was turned into the proper place.

The Army Transport Service must be laying off men for we are having these Admirals calling on us every day saying they will be glad to sail under SIU conditions if we will call them up when we need men. Needless to say they were told that the SIU doesn't ship that way. These donkeys think everything is run ATS style.

L. CLARKE, Patrolman

SAVANNAH

Shipping has been slow around this port and had quite a few men on the beach but it picked up some last week with a West Coast ship for Union Sulphur out from here; put a full deck crew aboard her. Will have a new Liberty out the first part of this week and will ship a full crew for her, so should get some more of the men out this week.

Don't have anything scheduled for this port anytime in the near future and don't have any more new ones coming out around here that I know of at present. Looks as if shipping will be slow for the next couple of weeks unless we get something in unexpected.

CHARLES WAID, Agent

Editor's Mail

Dear Editor

We, the undersigned members, would like to thank Brothers Stone, Thompson, and J. P. Shuler, for the effort put forth in our behalf and collecting the long delayed and albeit "reconsidered" disputed overtime, aboard the "Josiah Bartlett" of the Eastern S.S. Co., represented by Mr. Norton, (of "I've reconsidered" fame).

It goes without saying, that if it were not for the splendid co-operation of the Union in general and the Brothers aforementioned in particular, we would have as much chance of collecting that beef, as a snowball's survival, in you know where.

From this time on, please be assured that never, if we can prevent it, will a ship pay off until all overtime beefs are settled to the entire satisfaction of all concerned. In fact, we intend making the old adage, "Once burned, twice shy," our watch word.

Yours for the continued co-operation for the good and welfare of our union.

We remain,

FRANK FLAYER
SIMON GOLD

Threat To Post War Security Seen In War Time Fink Hall Set-Up

By PAUL HALL

Shipping has slowed down considerably along the entire East Coast in the last two weeks. The sight of thousands of men on the beach in all ports should make organized seamen think about the future. As the shipping boom dies after the war, we shall have thousands of men on the beach in all ports in both coast and the gulf. Then is when it will be shown whether or not organized seamen's unions can survive the post war period. The shipowners and the WSA are making every possible effort to overload the industry with men so as to have a better chance of breaking down the unions.

Even now the newspapers throughout the country are crying the blues about "the shortage of seamen." A special newsreel is shown in theatres throughout the country calling for recruits to go to Maritime Training Schools. THIS IS PURE PROPAGANDA. There is no shortage of seamen! For instance, in New York the Seafarers has shipped hundreds and hundreds of men for a stretch of 10 days straight, but we only called for one replacement from the WSA. This same WSA in this port costs the taxpayers millions of dollars to operate a shipping pool.

The WSA fink pool in New York is a madhouse. The latest report shows that approximately 6,000 men are registered there with no jobs in sight. We turn down dozens of applicants for tripcards every day. The WSA is sending many men home, paying their fare and telling them to wait for a call.

Remember, that this pool does not consist merely of the uniformed boys from the Maritime Commission Schools, but also consists of the Standard Oil, Tidewater and all other company veterans who do not believe in unions.

Let us not fool ourselves—the WSA and John Shipowner would like these types of guys on all their ships. They would much rather have this type of crew of proven phonies than a crew of the Maritime Commission kids. They know that the young men making their first trips are usually clean-cut American boys who will see things the American Way and join a union. These old stiffs who have a 100% fink record are made to order for the shipowners. They would not hesitate for one minute to scab on any man or any union.

These are only a few of the reasons why the union must prepare for the post war period. The record shows that the same condition which can be expected after this war existed after the last war. However, the union in the field at that time failed to recognize the fink halls and bureaus as a direct threat to their existence, and therefore these same conditions broke all organized seamen for many years.

We all know what tremendous sacrifices were made by Ameri-

can seamen to come back up the hard road to good conditions. Although these conditions and wages were lost practically overnight, it required many years of hard fighting to get things back to normal.

We shall do well to take a lesson from this particular page of history in the maritime industry, and take every possible step to combat the fink halls as they are our biggest threat.

If we are to safeguard our conditions and our organization, we must not delay our counter-offensive against finks until after the war. Then we will have to face much greater odds. We should, in my opinion, take immediate steps to remove the fink halls from the waterfront.

Certainly, this subject should be an important item on the agenda of the forthcoming Agents' Conference.

The Cigarettes Have Arrived OK

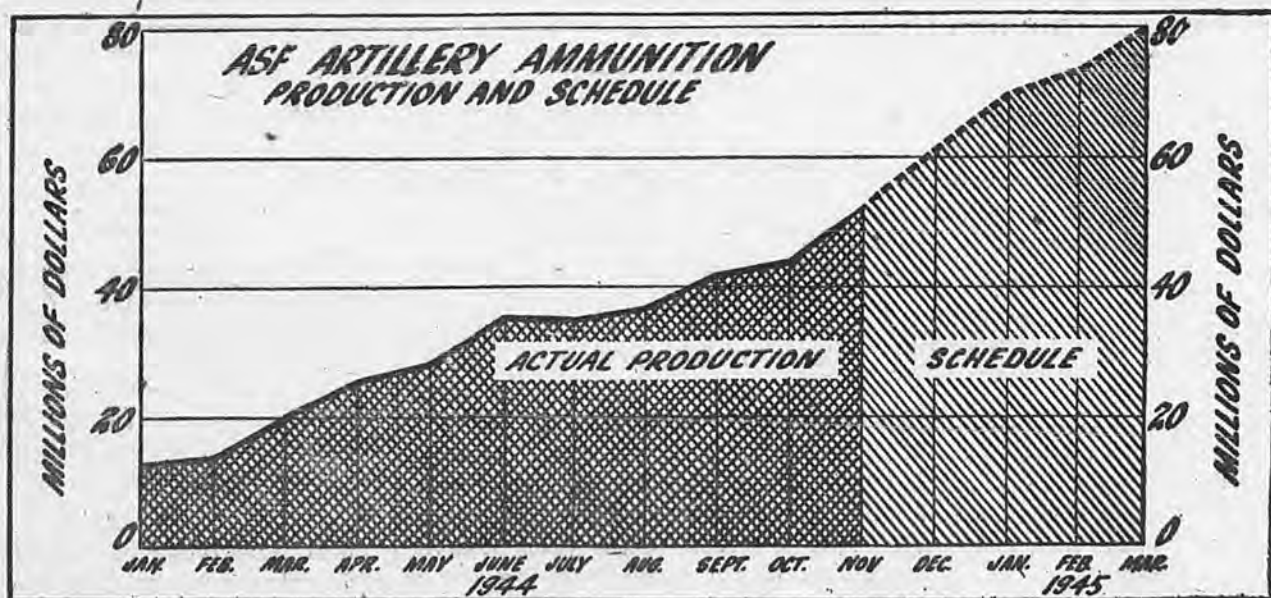
The five thousand cigarettes sent by the SIU to our union brothers imprisoned in Nazi Germany have arrived in good shape. This news came this week in a letter to John Hawk from one of the prisoners, Brother Ralph Piehet.

Written on special war-prisoner stationery, and mailed from camp Marlag A. Milag Nord, brother Piehet said that the 5,000 cigarettes had arrived and been distributed equally to all SIU prisoners.

The letter closed with wishes for a Happy New Year to all SIU men from their imprisoned brothers.

The union is already getting letters of gratitude from SIU men in the camp who received the smokes. The most recent one to arrived reads as follows:

"Dear Brother Hawk: I wish to thank you for the cigarettes sent us through Mr. Weaver. They were equally divided between the seven members who are in this camp. They certainly were a welcome gift and greatly appreciated. Please give my best regards to all members. (signed) Rufus E. Stough, Book 6881."



As a result of battle experience, schedules for U. S. production of heavy artillery ammunition were increased from 10 to 80 million dollars in 15 months. Despite the handicaps of housing conditions, long hours and low pay, American labor met the schedules. This chart is refutation of Roosevelt's claim that the workers need to be chained to their jobs. (AFL Labor's Monthly Survey chart via FP)



For Immediate Attention

SIU JOINS FIGHT AGAINST SLAVE LABOR LEGISLATION

(Continued from Page 1)

tains the identical provisions as the Barrett Bill; later, we were joined by Senator Taft of Ohio.

"As co-sponsor of this measure, you of course understand that I will do everything I can for its successful adoption. I am very pleased to have the endorsement of your organization, together with the endorsements of practically all of the labor unions and Brotherhoods throughout the country. I am always glad, and anxious, to support and promote any piece of legislation which has for its purpose the protection of labor in the United States."

In addition to the letter from Senator Robertson, Brother Hawk received wires from eight other Senators, assuring the union that they were carefully considering our position before making up their minds on how to vote. Tele-

grams to this effect were received from Senators Pepper of Florida, O'Daniel of Texas, Lucas of Illinois, Downey of California, Hawks of New Jersey, Mead of New York, McMahon of Connecticut and James M. Tunnell.

In the meantime the Executive Council of the American Federation of Labor, now in session in Miami, took the lead in mobilizing the entire AFL for an all-out fight on the bill.

The Executive Council left no room for doubt on its stand with regard to the so-called work or fight legislation which is considered the most dangerous blow directed at labor's basic freedoms in many years.

By unanimous vote the Council condemned the May Bill as a precursor to slave labor in America and urged the U. S. Senate

to defeat it.

Emphasizing that the May Bill would hurt war production, instead of increasing it, the Council strongly recommended adoption of the Taft substitute. This measure, which lost by only a handful of votes in the House where it was introduced by Rep. Barrett of Wyoming, would leave administration of manpower problems where it is now lodged—with the War Manpower Commission.

The Executive Council firmly denied that a real or dangerous manpower shortage exists in war plants generally throughout the country. It held that the few local and sporadic labor shortages which develop from time to time can best be adjusted by voluntary methods, rather than the untrained and inefficient machinery of draft boards.



By "FRENCHY" MICHELET

This is being scribbled aboard a south-bound train. We have been elected Business Agent for the port of New Orleans and are bound for the Crescent City to take over the job. The post entails a lot of responsibility at any time, and particularly so now when post-war problems are beginning to loom large on the horizon.

We have been utilizing the enforced leisure of this two-day train ride to shape up several resolutions that we propose to introduce at the forthcoming Agents' Conference to be held in New York on March 12th. This conference should prove to be one of the most significant in the history of the Seafarers, for the policies laid out there will guide the organization over the trying period of re-adjustment that the shifting of the theater of war will assuredly bring.

The train has been idling on a siding for quite some time now. We are somewhere in Alabama—a few hours from home, praise Allah. There's a farm opposite that boasts a long-legged rooster, rather sparse of feathers, who bears a remarkable resemblance to our friend and boon companion, J. P. Shuler. The effect is heightened by the fact that the sly old rascal seems to lead a Shuler-like existence. For the past fifteen minutes he's done nothing but chase hens around the barnyard and crow like hell while some one else lays the eggs.

One of the surest ways to have contented crews is to serve tasty soups. Cooks should use their imaginations in this respect and vary the menu. Among the soups that lend variety to the menu and give a new zest to meals the gumboes rank high. Anybody can make good gumbo. The only spice necessary is what is popularly known in the Deep South as Gumbo File. File—(sassafras) gives the enterprising cook a whole range of new soups that delight the palate. Chicken Gumbo is one of the tastiest of the lot and quite simple to make. Cut up a chicken as for fricasseeing, roll the pieces in flour, put them into a stew pot with several pieces of salt pork and several sliced onions. Saute them until light brown, then add about a gallon of hot water and simmer until the chicken is nearly tender. (Be sure to open the legs of the chicken with your cleaver and throw them into the pot if you want to get at the real flavor of the chicken.) Now add several slices of cold boiled ham, two cans of okra, two No. 2½ cans of tomatoes and a dash of red pepper. Cook until everything is

tender. Season with salt and pepper. Remove from the fire and just before serving stir in a heaping teaspoon of File. The necessary additional hot water should be added, of course.

We understand that "Make-a-Motion" Charlie shipped out of New Orleans recently. To see and hear of these colorful characters again awakens a host of pleasant memories. It's strange how time lends such a pleasing flavor to the memory of days gone by. We wonder what ever happened to "Smokey" Shriner and "Rebel" Hassell; "Jo-Jo" and "The Goon;" "Portugee" Joe and "Hungry" John and all the other colorful characters whose antics are legend in Gulf circles.

The oyster jambalya is really going to catch hell when we get our feet under Mother's table. The average scow is stored with eight gallons of fresh oysters. The steward will act wisely if he utilizes a few gallons to make this tasty jambalya several times. For a dish that's positively tops, try this: Take a half-dozen large onions and saute them in cooking oil along with several spoons of flour until everything is brown. Now add the oysters and cook a few moments until the edges begin to curl, then add the oyster water and a little arsley and simmer a few minutes longer. Add cooked rice, mix well, cover and let cook on slow fire until only moist.

If there's any brother who has any good hints about cooking or bad news about Shuler we would like to hear from them. Address us at the hall in New Orleans.

"Ship me somewheres east of Suez, where the best is like the worst,

Where there ain't no Ten Commandments, an' a man can raise a thirst;

For the temple-bells are callin', an' it's there that I would be By the old Moulmein Pagodo, lookin' lazy at the sea—"

Right, brother—lookin' la-zy at the sea.

Personals

PAUL YANCEY

Your book and papers are in the New York Union Hall on the 4th floor baggage room.

Will the holder of Receipt No. 66695 please advise Headquarters office of his name and book number. Patrolman Clarke in New Orleans failed to enter the name on the receipt. The receipt was issued in New Orleans on January 27, 1945.

WSA Phonies Condemn Two SIU Men To Tent On Stormy Beach

Don't let anyone tell Brother Arthur Lomas that the WSA has no authority to take a seaman off a ship without charges, to throw him in a tent on an invasion beachhead during zero weather, and leave him there for two weeks—finally letting him get home as best he can. We repeat, don't tell Lomas that the WSA can't do it—because it did, and to him! Brother Lomas was Chief Cook on the SS Thomas W. Gregory

which was engaged in discharging cargo on the Normandy beachhead. Lomas had a beef with the Lieutenant of the Navy Gun Crew over the chow, and the first thing he knows there is a fur-hatted and fur-booted WSA official aboard the ship to lay down the law that Gun Crew Lieutenants are next to God and should be treated according to their high position.

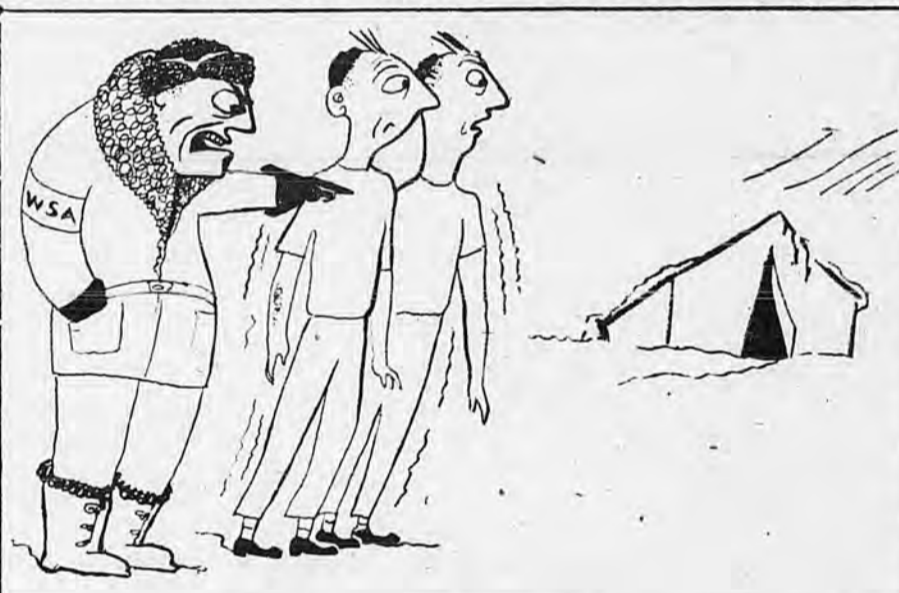
It appeared that the Navy man had gone ashore and told the WSA that Lomas was putting soap in the rice being served to his worship.

This WSA hot-shot, a guy named Stanley E. Davies (remember the name, boys), told Lomas and Brother George Vourloumis, 2nd cook, to pack up their gear because has was taking them off the ship. Lomas protested that only the skipper or the Coast Guard had authority to remove him and his 2nd cook, and even then charges had to be placed against him. But it made no difference. The skipper was a weak character and he let the WSA jerk his crew around any way it wanted.

All that Lomas and Vourloumis had was summer gear, and not much of that. They had no overshoes, no watch hat, no heavy jacket, nothing but tans. When they got ashore the WSA's Mr. Davies walked them through the snow a few yards inland and pointed to a tent standing in a storm swept field.

"Get in there," he snarled, "and stay there until I come for you."

For two weeks Lomas and Vourloumis huddled together in the tent. They were able to live only because the Navy men nearby gave them some warm clothing and chow. Mr. Davies, it seems, had forgotten all about



them. He never came back.

Finally Lomas and Vourloumis were notified that Davies had filed charges against them and it would be heard by the Coast Guard in London. The two of them got transportation to a coastal port OK, but they had to then borrow money to get to London to stand trial.

And when the trial was finally held the charges were so ridiculous that the hearing officer threw them out of court.

We haven't seen Lomas in the past few weeks, but the chances are he is trying to explain to his draft board why he took shore time in France.

Absenteeism among industrial workers is estimated at between 4.5 and 6 per cent. Absenteeism in Congress, where members earn \$10,000 a year and where the average work week is 25 hours, runs as high as 45 per cent. It doesn't make sense, does it?—The Motorman, Conductor & Motor Coach Operator.

Tax Is Soon Due

(Continued from Page 1)

Withholding Receipt for a return. A person claiming larger deductions should itemize them on Form 1040. A taxpayer using Form 1040 must attach his Withholding Receipt to it. He does not answer any questions on the receipt. Form 1040 is also used by persons with income from sources other than wages subject to withholding, and by those whose income is \$5,000 or more.

Honor Roll

SS Lamar	\$65.00
SS Moore	21.32
E. Linderman	14.00
Crew of Wm. B. Giles	12.00
P. Sarkus	11.00
SS B. F. Shaw	10.00
C. Cahill	10.00
Reinhold Richer	9.00
J. Bogan	8.00
L. B. Lyoinn	8.00
W. Troy	6.00
C. Martin	6.00