

SOMETHING NEW HAS BEEN ADDED . . .

The NMU has signed an agreement with the War Shipping Administration which parallels that signed by the SIU-SUP. Please note that it only PARALLELS—for it includes a finky clause that will allow the shipowners to attack any NMU contract and automatically throw the question to the Maritime War Emergency Board for final decision.

While the NMU-WSA "Statement of Policy" gives lip service to union contracts and security, it actually lays the ground work for a future offensive against them. Subdivision 2, regarding wages and working conditions, reads as follows:

"It is hereby agreed that the provisions of the existing collective bargaining agreements be continued and observed for the duration of the war unless changed by mutual agreement between the War Shipping Administration and the unions, or in case of a deadlock by decision of the Maritime War Emergency Board."

This finky clause was not forced upon the NMU, because the other unions had already succeeded in throwing it out the window. The only conclusion that remains is that the NMU leaders themselves demanded the clause.

A week ago, when the SIU, SUP, MCS and MFOU representatives signed their agreement guaranteeing wages and conditions and union security for the duration of the war, the PILOT rushed into print with hysterical headlines. "Marine Munich," "Appeasement," "Lundeberg Torpedoes Unions," were a few of them.

The PILOT charged that a "blitz" had been launched against the seamen but that the NMU was going to fight to protect them. The NMU was, in fact, "going to launch a counter-blitz."

This week the NMU signs an agreement which parallels the SIU-SUP agreement (except for the finky clause), and the Pilot blandly says that the NMU agreement "safeguarded the seamen's rights."

It would seem that if our agreement were finky last week, it would remain finky this week. But no! There is a change. Something new has been added! Joe Curran has added his name and the document is thereby consecrated.

Every time the NMU-Stalinist leaders have to eat crow, they close their eyes and pretend it is caviar. Maybe they can fool themselves—but the average seagoing stiff can tell the difference between fink and fish eggs.

Shipyard Owners Chisel Workers On Pay Raise

An average wage rise of 8 cents an hour, increasing the basic rate for skilled mechanics in the country's shipyards, to \$1.20 per hour, was obtained this past week by the Industrial Union of Marine and Shipbuilding Workers of America. The wage differential between the southern and northern yards was also wiped out in the new agreement. The southern mechanics received a 13 cent boost to bring them up to the \$1.20 rate.

Various other improvements were won in respect to working rules and overtime rates.

While the 8 cents an hour boost looks a labor victory, it was hardly that. At best, it was a compromise that robbed the workers of 7 cents an hour due them.

The Union contracts, negotiated a year ago, had an automatic wage increase clause in them. Under the signed contract the workers were supposed to receive a boost of 13 percent this spring. The shipyard owners seized upon the bogymen of inflation, and used it to sabotage the contracts.

Here again the profiteers tried to pin inflation upon rising wages, rather than upon spiraling prices and profits. War time profits are going to soar whether wages go up or down or stand still. And as

(Continued on Page 4)

Empress of Asia Revealed Lost Off Singapore

The Empress of Asia, 16,909-ton Canadian Pacific liner whose safety record as a troopship had given her the reputation of one of the luckiest transports afloat, was destroyed by Japanese dive bombers near Singapore on February 5, an official announcement disclosed today.

Most of the 2,500 imperial troops on board were saved, along with the forty-four others in the crew were known to have been lost in the fierce explosions and fire which swept the ship off Sultan shoal, near Sumatra, in the Dutch East Indies.

Owen Gillett of Vancouver, B. C., one of fourteen Canadian survivors landed at an East Coast Canadian port on April 18, said the Japanese dropped about eighty bombs. Five were direct hits, four striking well forward near the bridge, the fifth on the galley where a fire broke out. Soon other fires were raging.

At the time of the attack the Empress of Asia was in a convoy of four transports escorted by the British cruiser Exeter, one of the British ships which took part in the battle with the Graf Spee in the southern Atlantic in December, 1939. The Exeter was later lost in the battle of Java.

(Continued on Page 4)

SEAFARERS LOG

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

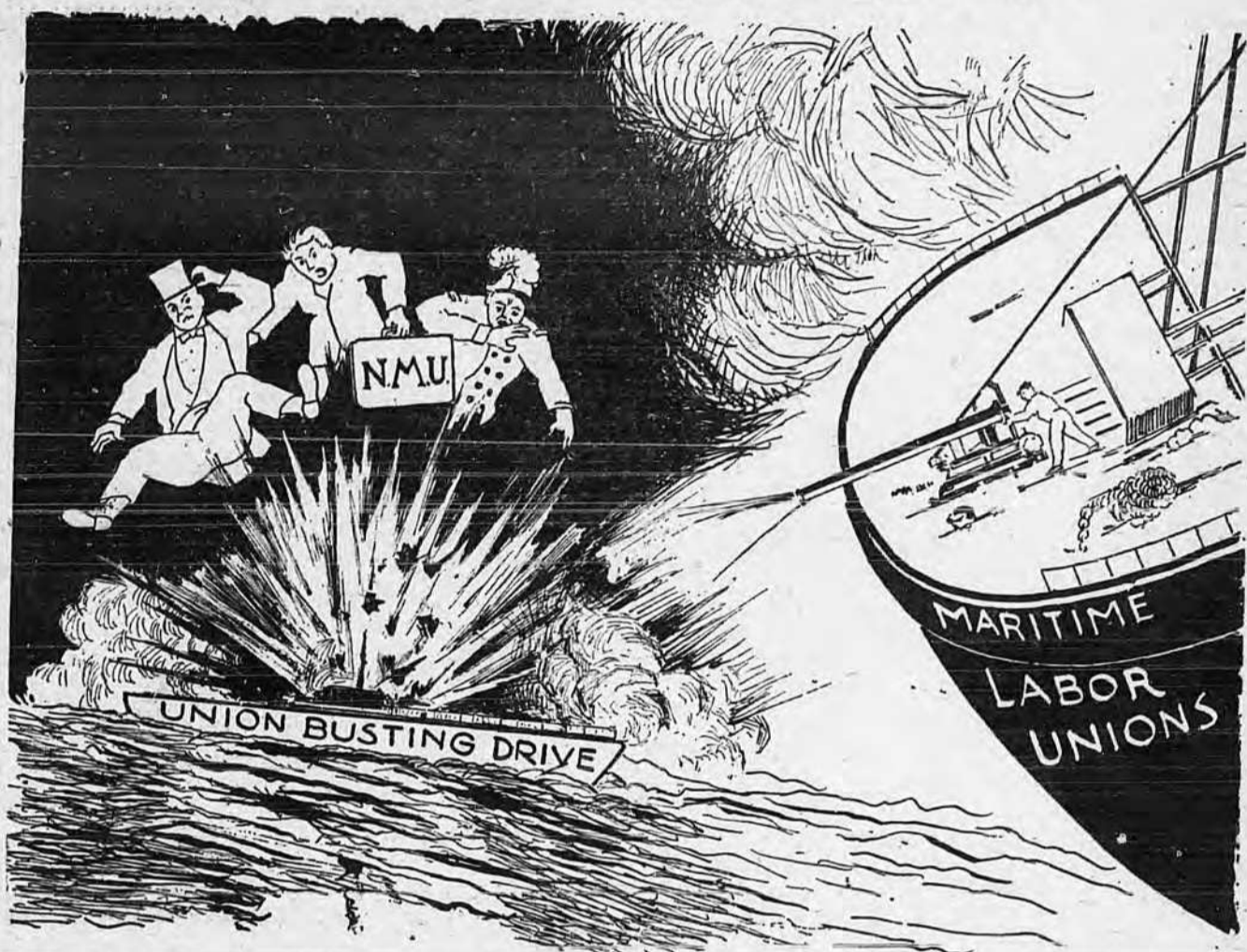
VOL IV.

214

NEW YORK, N. Y., THURSDAY, MAY 21, 1942

No. 16

ONE RAIDER THAT GOT IT



Coast Guard Is To Expand Seaman Training Program

Federal authorities in charge of training men for the country's merchant marine, estimated last week that 120,000 unlicensed seamen and about 26,000 new licensed officers would be required by the end of 1944 if the ship production plans are carried out through that year.

To meet the tremendous demand for seafarers the United States Coast Guard, is embarking on another expansion of the schooling program.

The Coast Guard has purchased 118 acres of property known as the Manhattan Beach Development in Brooklyn, and it was announced last week that an \$8,500,000 contract had been awarded for the construction of buildings for a training station with facilities for 10,000 to 11,000 men.

Based on the 23,000,000 tons of shipping expected to be finished by the end of 1943, officials believe that 70,000 "new" seamen and 16,000 officers will be needed. For the ships on order for 1944 another 50,000 men and 10,000 officers will be required.

The Coast Guard will operate four stations for unlicensed seamen under the United States Maritime Service, which was taken over from the Maritime Commission after President Roosevelt's order transferring all training functions to the Coast Guard arm. These

stations are on Hoffman Island in New York, at St. Petersburg, Fla., Port Hueneme, Calif., and the new Sheepshead Bay station on the recently acquired Manhattan Beach property.

SUBS SINKS SHIP IN ST. LAWRENCE

For the first time in history an enemy submarine has entered the St. Lawrence River and sunk a freighter, Navy Minister Angus Macdonald announced today.

Neither the identity of the freighter nor the place where the attack occurred was disclosed in the announcement which said 41 survivors were landed safely. The ship was sunk last Monday.

During the last war some ships were sunk within sight of the Nova Scotia coast, but there were no sinkings in the Gulf of St. Lawrence or the river.

The St. Lawrence River is navigable for large ocean vessels between Quebec and the river mouth, 500 miles away, where big Anticosti Island separates the estuary from the gulf.

In order to enter the river, the submarine had to slip past coastal patrols of airplanes and corvettes. But the action was not entirely unexpected. Nearly two months ago Prime Minister W. L. Mackenzie King voiced fears that submarines would eventually try to operate in both the gulf and the river.

Automatic Radio Transmitters In All Life Boats

In an endeavor to reduce loss of life when merchant ships are sunk through enemy action, all mechanically propelled American ocean and coastwise vessels of more than 1,000 gross tons soon will be required to carry at least one portable radio installation for use in lifeboats.

These small portable radio units will enable survivors in at least one lifeboat from a torpedoed or shelled vessel to signal for aid after the attacking enemy has left the scene of the sinking.

A regulation requiring merchant vessels to carry at least one such portable radio unit was issued by Admiral R. R. Waesche, commandant of the United States Coast Guard, and dated April 16. Specifications describing the minimum requirements for the type of radio have been worked out and are now awaiting approval by the Maritime Commission.

COSTS GOING UP

Between mid-February and mid-March the cost of living went up another one and a half per cent, the U. S. Department of Labor has just announced. Price increases were found in all important articles required for moderate income families. Food and house furnishings have gone up most.

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 HARRY LUNDEBERG, International President
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Seafarers' Log-

HONOR ROLL

ALCOA TRADER	\$16.80
S. S. SHICKSHINNY	13.00
S. S. CLARE	1.00
S. S. GREYLOCK	23.00
T. BARRY	3.00
M. HAIRELSON	1.00
ALCOA LEADER	21.00
S. S. LOSMAR	12.00
JOSEPH NOVAK	2.00
	<hr/>
	\$92.80

A WORD WITH

Sister Dillon

While I was over at Ellis Island hospital this week, I had a talk with Brother Moses. He is the only one left there from the 23 who were Clipped in from Bermuda after being torpedoed. He feels pretty bad. His feet are in bad shape, can't walk yet and like other brothers, hates to be wheeled in a chair when he is well enough to be up and around. But with it all, he is very cheerful. He feels that he is lucky to be alive. He told me he weighs about 250 pounds and that's a lot of weight to be huddled up in a life boat for eight days.

I mentioned last week about Arthur Hynes being on the critical list. Well, I am happy to say he is now coming along nicely.

I found Brother Arthur Kelcey pretty sick last Friday. I hope he is in better shape by now.

Earnest Misland passed away in the Baltimore Marine Hospital. A lot of the Black Gang boys will remember him. Bon Voyage, Earnest.

Jim Daly is coming along fairly well. James Saunders is well enough to be up and around. He was out on pass when I was at the hospital. I understand that he lost his father. The Union sends its sympathy.

I had one terrific time with the brothers off the Robin Grey. They are back from a seven months' trip. Money was flowing so fast I could hardly make out receipts fast enough.

Labor Union Front

Ford Seeks Revision

DETROIT, May 20—Harry H. Bennett, personnel director of the Ford Motor Company, and spokesman for the management, today announced that the company wished to terminate its contract with the United Automobile Workers, C.I.O., on June 20, and negotiate a new contract.

"Ford Motor does not intend, by this action, to sever relations with the union," Mr. Bennett commented. "But, in view of the numerous respects in which the contract must be changed, we consider it more expedient to negotiate a new contract than to endeavor to amend the present one."

Under terms of the present contract, notice must be given by either side desiring a change, thirty days before the expiration date, and today was the "deadline."

Negotiations, it is understood, are expected to begin about June 1. The union already has notified the company that it will seek several amendments, including a dollar-a-day raise for most of the employees, but Ford has countered, informally, with a demand that current wages be "frozen."

A.F.L Roster Put at 5,441,592

WASHINGTON, May 20—The American Federation of Labor reported today a gain in membership of 615,273 since Jan. 1, which, it stated, brought the total dues-paid membership on April 30 up to an all-time high of 5,441,592. The latter figure was said to be exclusive of a floating membership estimated at 500,000 which is not on a dues-paying basis. George Meany, A. F. of L. secretary-treasurer, reported to the executive council that officials "are confident that we will exceed this year the goal of a million new members set at our last convention."

Captive Mine Strike Ends

WASHINGTON, Pa., May 20—Operations were resumed today at two captive mines of the Republic Steel Corporation which were shut down a week by a strike of 1,500 miners.

The dispute was over whether 45 shot-firers should be required to carry explosives into the mines under a wartime Federal regulation.

Heretofore, miners carried the explosives in to the shot-firers.

Yielding to persuasion of district leaders of the United Mine Workers of America, the strikers returned to the pits in Clyde No. 1 mine in Clarksville and Clyde No. 3 in Fredericktown, pending arbitration.

Strike In Dearborn By City Workers

DEARBORN, Mich., May 20—Municipal employes of this city voted to strike, beginning at 1 P.M. Thursday, it was announced today by Yale Stuart, representative of the State, County and Municipal Employees Union (C.I.O.). The strike vote was taken Tuesday night.

The walkout order came after the City Council refused to grant the union exclusive bargaining rights and had also voted against requesting the State Labor Mediation Board to hold an election to determine jurisdiction.

City attorneys maintained that under a ruling of the Michigan Attorney General a municipality cannot legally enter into an exclusive bargaining agreement with a union. They said that if the strike occurred they will seek a court restraining order against the union and its leaders.

Taxes On The Poor

A shocking proposal to take bread from the mouths of the lowest-paid families, in order to relieve the tax burden on the rich, has just come from the House ways and means committee.

This committee has actually voted to lower income tax exemptions to such a point that single persons earning only \$9.60 a week, and man and wife with only \$23 a week between them, will have to lower their standards still further to pay income taxes.

The same committee, only a few days before, voted to reduce sharply the corporation profit taxes proposed by the U. S. Treasury.

Brazilian Union Leader Dies While Starring in Movie

RIO DE JANEIRO, Brazil — Mandel Olimpio Meira, head of the Fishermen's Union in Brazil, was drowned this week while acting in a movie being filmed by Orson Welles. Meira was taking a leading role in the story which was based on native life in South America.

A battle between a shark and an octopus was being filmed when Meira tipped from his raft. He swam away from the fighting monsters only to be sucked into a whirlpool and drowned.

Meira sailed over 2,000 miles on his raft last year to reach the Capital of Rio de Janeiro and launch his union movement.

No Raise!

PROVIDENCE, R. I.—One of the first employer groups to attempt to use Pres. Roosevelt's anti-inflation program as an excuse for rejecting union wage demands was the New England textile processing employers.

At a bargaining session after the President's speech, the employers rejected the demand of the Federation of Dyers Finishers Printers & Bleachers (CIO) for a 10c hourly raise because they said to grant it would violate Roosevelt's wage stabilization plan. Union negotiators said the New England wages are 20c an hour below those provided in the new Paterson, N. J., contract and that the President did not intend to freeze substandard wages.

But the employers would not listen. As a result, 4,500 of the 8,000 workers involved quit work on May 5. They went back to their jobs May 6 at the union's request after the case had been certified to the National War Labor Board. Mass meetings were held here and in Norwich, Conn., May 9.

Out of the Focs'l

by

J. L.

The old GREYLOCK must have a lucky star for she survived her second torpedoing. She lost her propeller and had to be towed into the nearest port. Roy De Vane, an old P & O stiff, dropped into New York today to say Hello. His Brother, better known as Father De Vane, is now working in an Aircraft Factory.

Things must be tough aboard the ACADIA, when one sees such old-timers like Major and Oxley quitting her. Wonder what's cooking?

Jim Dunleavy who got out of the Army a month ago hopes to get back to sea as soon as his stomach is in shape. Peter Danielek, survivor of the ROBIN MOOR is around New York again. He was telling us what a swell time he had in St. Thomas and Cuba when he missed the ACADIA. Oscar McCarthy 3rd Mate aboard the ship also quit her and was in New York to say Hello to Whitey.

Many of the brothers who were anxious to get their Mate's and Engineer's tickets by attending the Government's training school have lost their enthusiasm for it. They have to sign up as Coast Guard Reserves. About 20 of the Brothers were supposed to leave Monday and when they heard of this new wrinkle they quit. The boys are being forcefully impressed as to what they will have to contend with, when the war is over.

Once you sign for the Government training you are a member of the Coast Guard and subject to call—even if you flunk the course. And since there is no collective bargaining in the Government service, you are only a union man as long as the Navy allows it. It's something to think about.

The idol of Robin crews, Cynthia of Mombasa is seriously ill. The boys will feel lost if they don't see Cynthia around.

In Memory of These Brothers Lost At Sea Due To Enemy Action

J. P. MULLIGAN (SUP)	Bos'n
R. RAMIREZ	O.S.
RAY NICKERSON	Fireman
I. ANDUZA	A.B.
MAURICE GLENBY	Fireman
FERENDEZ	O.S.
ADAM FREITAG	O.S.
GEORGE C. HOFFMAN	Wiper
P. CARRINA	Oiler
W. W. WRIGHT	Chief Cook
E. H. BERG	A.B.
E. SANCHEZ	O.S.
E. DAWSON	O.S.
M. DAVIES	A.B.
E. JORDON	Messman
H. GONCHEK	Messman
SAMMIE BLOCK	O.S.

WHAT'S DOING

Around the Ports

NEW ORLEANS

By
"ARMY"

Well, the Gulf at last has made the news officially. Unofficially, the boys aboard these ships had pure unadulterated hell, taking what shelter it was possible to get, and watching the sub dish it out without even so much as a potato to fight back with.

Varying stories come back, but from all of them it seems that the sharpened fell like snow-flakes or something. Just to make sure that the boys did not get bored, the rescue ship spent considerable time cruising around hunting for tin fish.

The super-duper patriots which compose the Alcoa Company officials should read the Washington Merry-go-Round for the article regards the reason why the price of aluminum is still around '19c per pound. Of course, they don't think about these sort of things when the immediate question before the house is paying for some poor sailor's eyeglasses and false teeth over and above the \$150.00 clothes allowance.

Seems that all the boys laying around the hall here are all enthused over the thought of the

womens' army. All hands are applying for commissions, according to the chatter around here. Oh, well, do your sailing ashore and . . .

See where everyone is again out of step but the Commie's (alias the NMU). All the other Seafaring crafts but the NMU signed the statement of policy, but in the latest issue of the yelp yelper all hands are overlooked but Lundberg. Such is fame. Watch out Ham-head, you are building up your inferiority complex.

Listened to the Report To The Nation, the other night, still have both overdeveloped ears tuned up to their highest pitch but still hear nothing about the men that sail the merchant marine, but plenty about the men building them.

Understand Bull line is going to get wise and sail from the Gulf. Line forms at the right boys.

Wonder why the N.M.U. members beg a Log from our patrolmen then find a quiet spot to read them where they can't be seen. Thirst for knowledge. Wonder why some of the men in the Marine hospital who are members of the NMU who have no publicity value are blowing their tops about their officials being so busy keeping them sailing that they can't take time out to talk to old members. Tish! Tish!

PHILADELPHIA

By
JOSEPH FLANAGAN

The Fickle Gods of Fate have decreed that yours fraternally be given a respite. After what seemed eons of weeks, this port of offensive politics has been denuded of ships. However, situation is to be existant but for a short time. A little bird told us to expect a huge influx of rust buckets in the near future.

Some of our shipwrecked brethren have come to the limelight in our local publications. Prominately discribed was shipwreck Casey Manure Jones colossal struggle with the demons of the deep. Quote Casey. "The sharks could not keep up with me, because I was in clear water, while the sharks were trailing behind and the water wasn't so clear." Unquote. At present Casey is convelescung from a microscopic scratch, which he sustained in his epic struggle. The local newsmen won't let Casey alone. They hound him night and day for more stiring tales of his super human feats. Brother Ed March vouches for the above tale. For as he states. "I chased those gigantic minnows away while I was assisting Casey to board the raft."

We are being deluged with invitations to attend civic and social affairs these days. Our reaction is to ignore the majority of these invitations as they only come from limelight seekers. However, some of them are of a sincere nature, and we will make every effort to make them a success. We are of the opinion that any aboveboard move to bring the seamen to the public eye would be very beneficial to us.

MEBA Secretary Dies at 79 Years

A career of nearly 60 years on the railroads and in marine engineering ended this week for Albert L. Jones, secretary-treasurer for the past 16 years of the Marine Engineers' Beneficial Association.

Jones died Monday night at the George Washington Hospital, in the nation's capital, after a 10-day illness. He was 79 years old.

James H. Blake, Lakes business manager of the Marine Engineers since 1930, has been appointed by President Samuel H. Hogan as acting secretary-treasurer to succeed Jones.

Blake started sailing on the lakes as a mess boy in 1904, rose to fireman and oiler, and in 1910 became a licensed engineer. From 1918 to 1927 he worked in industrial plants, but returned to the maritime field in the latter year.

He is a member of the national executive committee of the Marine Engineers.

First Mexican Ship Is Lost Off Gulf Coast

MIAMI, Fla., May 14—An Axis submarine stalked a fully lighted Mexican Government-owned merchant ship, the Portrero del Llano, off the southeast coast for half an hour recently and then rammed a torpedo directly into the large, illuminated Mexican flag painted on its sides beneath the bridge.

It was the first Mexican ship lost by submarine action since the war began.

Survivors who landed at a Florida port said the ship burst into flames and 13 men, including the captain and deck officers, were killed. The 22 who reached safety told of the attack on their ship. Naval craft rescued them, and the Navy released news of the sinking today.

The blazing ship floated for hours past one of the most populous beach resorts in the United States and thousands of persons gathered on the seashore to watch its flaming course. Many persons heard the muffled roar of the exploding torpedo and saw the first flash of flames.

1941 Corporation Income Doubled

WASHINGTON.—The retained net income of all U. S. corporations in 1941 was about \$2,600,000,000, about double the 1940 amount, the Federal Reserve Board reported in its April bulletin.

In addition, the bulletin noted corporations have set aside for depreciation sums in excess of the retained net income. In some instances the amount set aside in special reserves amounted to several times the retained net income.

The major iron and steel companies' profits were up 19 per cent in addition to a 90 percent boost in 1940. In the machinery group, total earnings increased 25 percent in 1941.

A chart of 245 industrial companies showed an increase of 160 percent in profits between 1939 and 1941 before federal taxes, and 40 percent after federal taxes.

NOTICE CREW OF S.S. SEATRAN TEXAS

The crew that signed off February 6th, did so under protest. The New York Shipping Commissioner disclaims any knowledge of this protest. All crew members should immediately send signed statements to the Commission, swearing that they protested at the time of signing off. Send the statements to Captain Saunders, United States Shipping Commission, Washington, D. C.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

Room 219 — 2 Stone Street, New York City
P. O. Box 25, Station F Phone: BOWling Green 9-8848

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
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PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	2014 Market Street	Galveston 2-8043

Editor's Mail Bag

Editor, Seafarers Log

Dear Sir and Brother:

This week I ran across an editorial in the Baltimore Evening Sun which praised the heroism of the merchant seamen. I am enclosing the clipping because it seems to me that it is a good one.

It's about time that the newspapers, who are always ready to blast us when we ask for our rights, give us a little credit for the work that we are doing today.

We don't demand much from life (or the shipowners), but we do demand a chance to live. Only recently have the shipowners gotten around to putting guns on the rust buckets. They kept hanging back because they hated to take their ships out of traffic to lay them up to be armed. After all, they might lose a little profit if they laid up their ship a bit. Never mind about the sailor's lives . . . think of the profit sheet . . . that's been their motto.

Well, anyway, there's the clipping. Print it if you think the brothers will be interested in what ye old Baltimore Evening Sun has to say.

Fraternally,
A. B.

HEROIC SEAMEN

A few days ago the Navy Department announced that during the first four months of the war the navy, including the Marine Corps, had lost a total of 5,586 officers and men, dead and missing.

There is another group of men who, though not members of the armed forces, are in almost daily contact with the enemy and who, too, have suffered heavy losses. They are the men of our merchant marine. It is their job, in the face of the menace of enemy submarines off the coast, to keep the trade routes open; and to accomplish it they display as much courage and heroism and make as great sacrifices as do the men in uniform.

We read frequently of the survivors of the crews of American cargo ships and tankers arriving at various ports and bringing dramatic accounts of submarine attacks, the sinking of their vessels, of days adrift in lifeboats and of missing comrades. Yet, in spite of their harrowing experiences, almost invariably these survivors express a

willingness and a desire to go to sea again.

Oddly enough, no official list appears to have been made of the losses of personnel due to enemy action in our merchant marine. Unofficial estimates are difficult, especially since the Navy Department adopted the policy of withholding the names of merchant vessels sunk. A tabulation of published reports is likely to include duplications, since news dispatches from separate sources, which do not mention the names of the ships involved, may refer to the same ship.

Figures compiled from the published reports and checked against the estimates of the unions to which the men of the merchant marine belong indicate that the total of dead and missing is somewhere between 700 and 1,000. That, in anticipation of official reports, is sufficient testimony of the risks our merchant seamen take in making their important contribution to the winning of the war.

—Baltimore Evening Sun

COURT REFUSES TO REVIEW CASE OF SHARECROPPER

WASHINGTON, May 16 — The U. S. Supreme Court, without opinion, has refused to review the case of Odell Waller, Negro sharecropper of Gretna, Va., who has been sentenced to death.

Governor C. W. Darden of Virginia has granted Waller a 31-day stay of execution to June 19. He was to have been executed May 19.

The case has aroused national attention because of its tie up with demands for abolition of poll tax laws in Southern states. The defense argued that Waller had not received a trial by a jury of his peers, as non-payers of the poll tax were systematically barred from grand and petit jury lists in Pittsylvania County, Va.

Affidavits were presented showing that more than 80 per cent of the population of the county were unable to pay the poll tax and were thereby barred from serving on juries.

ALCOA & HITLER ARE BUDDIES

Aluminum Monopoly Sabotages U.S. War Effort by Profitable Tie-up With Nazis Industrialist

WASHINGTON—What members of the Senate patents investigating committee call the worst pro-Nazi scandal yet unearthed, was being brought to light here last week. The deeper the congressional committees dig into the patent facts, the more serious becomes the true picture of what our big industrialists—who are blasting away at organized labor—have done.

They related to a patent-pooling arrangement between the Mellon-controlled Aluminum Company of America and German industrialists who were following instructions of Adolf Hitler to handicap the defense efforts of all nations at war with Germany.

LOPSIDED AGREEMENT

The agreement was temporarily cancelled several days ago by a consent decree entered into by the American partners of the Axis. Even Department of Justice officials admitted that the decree had been dictated by Alcoa and that it was so lopsided against the American people that it could not be defended.

"Confidentially, it stinks," declared Senator Robert M. La Follette (Prog., Wis.), after Assistant Attorney General Thurman Arnold had attempted to explain it.

Documents taken from the files of Alcoa and other companies emphasized that the American company had engineered the deal with the German chemical trust to protect its monopoly of the rich aluminum industry in this country.

FAVORED THE NAZIS

By virtue of its cartel agreement, Alcoa kept the price of magnesium at a level about one-third higher than aluminum, thus preventing competition between the two metals.

Germany, which had a veto power on American production, in 1940 produced 18,000 tons of magnesium, or almost half the world's output, while this country produced only 5,680 tons, or 14 per cent.

Magnesium was first produced commercially in this country under American patents. The Dow Chemical Company had better methods than the Germans, hence there was no reason why our manufacturers should have entered into any arrangements with the Germans, except a desire to further tighten their monopoly.

FORCED INTO LINE

The Dow company was reluctant to make an agreement with the Germans, and Alcoa started a patent infringement suit to force Dow into line. The suit was dropped after the Down concern yielded.

According to Department of Justice officials, Alcoa and Dow

"knew all along" that the agreement with the Germans was illegal.

The committee was told that "incalculable damage" had been done our war effort by the international agreement. While our industries were clamoring for magnesium, the Germans were getting all they needed to keep their war machine rolling.

Committee members made no attempt to conceal their resentment as Department of Justice officials explained the terms of the settlement made with Alcoa and Dow.

G. E. SUIT DROPPED

It came out that Alcoa had refused to permit the consent decree to contain findings of act by the court as to its past operations, and this omission, Department of Justice officials admitted, saves the company from a series of treble damage suits under the Clayton Anti-Trust Act.

Alcoa also insisted that the decree should cover only the duration "and that the conditions against which the government complained might be restored after the war.

A Department of Justice announcement that a criminal indictment against General Electric has been laid away in moth balls until after the war brought demands for a congressional investigation.

G. E. was accused of having entered into an agreement with Krupp, Nazi munitions maker, to deprive American industry of tungsten carbide, which provides a cutting edge for machine tools.

Shipyard Owners Chisel Workers On Pay Raise

(Continued from Page 1)

long as profits soar, so will prices. The shipyard workers have reached a compromise agreement that gives them half that was due them. They faced an open campaign on the part of the shipyard owners to scuttle any wage increase—under the cover of patriotic dedication to the war effort.

Perhaps the shipyard workers were fortunate to salvage anything from their contract. But one thing is certain, the bosses have scored decisively when they get union leaders to concede that rising wages effect the tempo of inflation.

Empress of Asia Revealed Lost Off Singapore

(Continued from Page 1)

With the ship ablaze and no water available for fighting the flames, the ship was abandoned. The lifeboats had gone, but the Australian sloop Yarra—later sunk in the Allied withdrawal from the Dutch East Indies—acme alongside and took off the men, while her crew fired their anti-aircraft batteries at the attackers.

The Empress of Asia was built at Glasgow in 1913 and convoyed and transported troops during the first World War. In peace time she ran between Vancouver and the Orient.

PERSONALS

PHILIP GLICKMAN

Local Draft Board No. 8 in New York is looking for you. Straighten out your status next time you are in port.

EIGHTEEN MORE SHIPS SUNK BY SUBS

Axis submarines preying on shipping in the Atlantic have sunk 18 more United Nations vessels, it was officially reported last week, bringing the announced total of Allied sinkings in that area since Pearl Harbor to 175 ships.

Seven of the vessels announced last week were United States ships, two British, two Panamanian, two Norwegian, one Brazilian, one Dutch, one Nicaraguan, one Dominican and one Honduran.

The tabulation:

	Week May 4-10	Since Pearl Harbor
Off the United States	7	92
Off Canada	0	24
In the Caribbean	8	46
In the Gulf of Mexico	2	2
Off South America	1	11
	18	175

CHINESE SEAMEN BRUTALLY EXPLOITED BY THE SHIPOWNERS

... British ship's captain has been acquitted, without a single day's imprisonment, for shooting a Chinese seaman dead on his ship at Brooklyn. The captain declared that his victim had been guilty of "mutiny"—on a ship which had been in port for five months—and that if he had done his duty more of the "mutineers" might have been shot. In this case (the original incident was reported in *The Call* for April 25) not only was the British captain acquitted, but the other Chinese seamen from the ship are still in prison. Charged with "disorderly conduct" on the night of April 11, the seamen were held for a Grand Jury, which brought in an indictment of conspiracy against them. They are awaiting trial and facing the possibility of long prison terms.

The ship sailed last September from Singapore, reached New York in November, and has remained here since then. During this entire period of seven months, the Chinese members of the crew had had an average of one shore leave each. After months of imprisonment in their crowded quarters on the ship—while European seamen were permitted shore leave at almost any time their services were not required—the men finally went to the captain to demand some of the wages due them and an opportunity to go ashore. According to the seamen, two were admitted into the captain's cabin, where the captain in a fury shot

one of them dead. Others on a technical charge of "disorderly conduct," are still under detention. They were given the "opportunity" to return to their ship, under the same conditions as previously, but refused. After days in the hands of the police, they were transferred to Ellis Island, ashore at Staten Island that same night but were seized by the police and imprisoned at police headquarters. A group of Chinese seamen from another ship, who made their way where they are prisoners until they accept the terms offered them by the ship's officers. Imprisoned now for more than a month, their only "crimes" are having yellow skins, taking shore leave, and refusing to return to virtual imprisonment on their ships under the old conditions.

Still another group of Chinese seamen, on another British ship at New York, refused to sign new contracts when their old papers expired on the old terms. The captain of the ship refused them food and kept them prisoners on board ship. Information was smuggled ashore to some Chinese in New York, who brought food and insisted that it be given to the imprisoned men. Faced with threats of imprisonment for "mutiny," the seamen finally made terms—somewhat better than those of their previous contracts. They are still, however, virtual prisoners on board their ship.

—HARRY PAXTON HOWARD,
The Call

NEW YORK CITY TWO SHIPS PER DAY REACHED BY SHIPYARDS TO BE 'DIMMED' FOR DURATION

In an effort to reduce the rate of merchant ship sinkings on the Atlantic Coast, New York City is going to be "dimmed out" for the duration of the war. It is hoped that the extinguishing of the "Great White Way" will eliminate the sky glow in the metropolitan area.

Several ships have been sunk off New York because the sky glow from the city silhouetted them and made them easy prey for the lurking subs.

Interior window lighting in every building in the city, including residences, public structures and commercial buildings, is affected by the new rules. All manufacturing plants, shipyards, docks and terminals will be dimmed out. Night baseball is entirely eliminated.

The general effect of the new regulations will be to place the city on a footing just short of a permanent blackout.

Thirty cargo vessels of all types went down the ways in nineteen shipyards on all coasts and the Great Lakes last Friday, ushering in a two-completed-ships-a-day production rate for American shipyards.

The launchings, which the Maritime Commission described as "the greatest mass launching of merchant ships since American shipyards began construction of the nation's Victory Fleet," are being made possible by speeding up production to advance original dates and thus clear the ways for more construction, Admiral Land, chairman of the Maritime Commission, explained.

No scheduled launchings have been delayed and the month of May has already witnessed twenty-five launchings.