Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

Vol. VII.

NEW YORK, N. Y., FRIDAY, SEPTEMBER 28, 1945

No. 39

AS YE SOW -



Strikes Sweep Nation; Living Wages Demanded

Picket lines are marching throughout the nation this week as labor closed issue with the employers over demands for a decent standard of living for the American workers. Walkouts reached a record high with news services estimating that 360,000 were idle. More workers were joining the picket lines almost hourly.

The reasons for the strikes

demand of the workers for long

SUP Supports Oregon Involved in the walkout was fensive against the United Auto. organized labor in the steel, auto, Workers. Lumber Worker Strike rubber, electric, oil, fruit, coal, movie and building industries.

PORTLAND, Ore.-A complete Thus many of the basic industieup of shipments of lumber tries of the country are being tied from the Northwest was presaged up, and a final decision on the today when the Sailors Union of issues can not long be avoided. the Pacific, AFL, notified 60,000 striking lumber makers, also af- vary, of course, in each industry; filiated with the AFL, that the but throughout all of them is the sailors would refuse to man ships laden with strike bound lumber. over due wage increases on the

A telegram from Harry Lundeberg, secretary-treasurer of the Sailors Union at San Francisco, advised that "no member of our organization will sail ships into sawmills or docks where a bonafide AFL picket line is estab-

one hand and the employer drive to smash the unions on the other. ANTI-LABOR DRIVE

Throughout the war the inbacked by the coercive force of the government, bound labor to inadequate wages. Now with the the end of the war and the lifting or had been forced out through of government restrictions, this walkouts in the automobile inpent up demand for adjustments dustry. In six States the continbursts like an uncoiling spring.

tinues to center around Detroit, building Company went on a sit-States rights advocates got an- stronghold of the auto barons, down strike, their second within other tongue-lashing when Sen. There Ford, General Motors and a week. Eight Navy ships are Chrysler are united in an of- under construction at the yard.

16,000 coal miners laid down picks this week when mine foremen walked out. Most of Pennsylvania's bituminous mines were closed. The issue is over the recognition by the employers of the United Clerical, Technical and Supervisory Employes of the Mining Industry, an affiliate of District 50, United Mine Workers of America.

WALK-UPS AND WALK-OUTS

Eleven thousand workers forced out by the strikes of building service employes in the New famous "Little Steel Formula," York City and of 60,000 lumber mills workers in the Pacific Northwest.

In Detroit 90,000 were still out uance of strikes in the oil indus-Not all of the strikes are the try kept 30,000 idle. Deliveries

In Philadelphia, nearly 15,000 The greatest strike activity con- workers of the New York Ship-

are now under way throughout (d) He has not misconducted the Atlantic and Gulf District of himself previously while emthe SIU of NA. Qualifications ployed as an officer of the union. for candidates as provided for in the Constitution and By-Laws full book member and show four

licans against the amendments.

(Continued on Page 3)

Attempts were made by Sen. Union of North America-Atlan- union during the current year.

The fear of Senators that in- joint patrolman must have three ting the necessary proof of qual-

(e) That he be an active and months discharges for the cur-days. (a) That he be a citizen of rent year prior to the date of nomination, this provision shall (b) That he be a full member not apply to officials and other of the Seafarers' International office holders working for the

Any member who can qualify tention to run for office, naming the particular office and submit-

SCABS STOPPED

In Lancaster, Pa., five employes of the Conestoga Transportation Company were injured as 400 pickets prevented them from reporting for work. One bus driver was stabbed with a hatpin, the police reported. The strike has been in progress twenty-four

Two thousand employes of the Simmons Company, Kenosha, Wis., walked out in accord with a vote taken June 9.

In East Alton, Ill., the Western Cartridge Company plant was shut down by a strike of AFL machinists and about 5,000 employes were affected.

The two-week strike in the natural gas fields of West Virtice of intention addressed to the ginia resulted in a partial shut-Secretary-Treasurer must be in down affecting 1,500 workers at his office not later than October the Lukens Steel plant in Coateserated with natural gas.

Jobless Pay Bill Good As Dead WASHINGTON (LPA) - A|ment; 23 Democrats voted "no." He offered an amendment which

of \$25 for up to 26 weeks.

The Senate finally adopted a bill which would allow the Federal Government to spend its funds to supplement jobless benefits up to 26 weks in a year during the next two years. The payments, though, would be at the individual States' rates, which in some cases are as low as \$9.00 and in June averaged \$17.74. Labor had supported proposals by Senators Kilgore, Wagner and others to raise all benefits to a fair and uniform national level.

The worst blow came, though, when by a vote of 56 to 23 the Senate agreed to return the U.S. Employment Service to the States within 3 days. Retention of the : USES in federal hands until problems of reconversion unemployment had been solved was asked by President Truman in his message to Congress, but administration wheelhorse Sen. Scott Lucas (D., Ill.) sponsored the amendment and the lineup on the vote showed all of the Southern Democrats lined up for the amendment. Almost evenly divided, 21 Democrats joined 34 Republicans in favor of the Lucas amend- by Sen. Alben Barkley (D., Ky.). this article shall mean on mer- be closed.

thoroughly ineffective jobless Hearings on emergency unem- would leave it up to the gover- results of wage disputes. Many of oil and gasoline in the Boston pay bill is almost certain to pass ployment compensation have al- nor of each State to decide of them are in defense of funda- area were halted by a new strike both Houses of Congress, as a re- ready concluded before the hos- whether he wanted federal funds mental union security. Many of of CIO employes of the Shell sult of last week's Senate actions tile House Ways and Means Com- to supplement current rates of the so-called strikes are actually Oil Comapny in Waltham and to emasculate the Kilgore propo- mittee, to which the Senate ver- payment. The amendment lost employer lock-outs, part of the Cambridge. sals for Federal supplementing of sion now goes. Labor represen- when 19 Democrats, chiefly from campaign to smash labor. state payments up to a maximum tatives who have been active in the South, voted with 32 Repubthe fight at the Capitol say that they would not be surprised if the bill is bottled up in committee, or is reported out in a still more shameful version.

> WASHINGTON, Sept. 25-The House Ways and Means Committee today voted to postpone indefinitely consideration of the emasculated bill which passed the Senate (S 1274) and killed completely the administration's proposals for supplementing State unemployment compensation to 26 weeks at \$25

Kilgore to replace in the bill the tic and Gulf District in continoriginal provision of Federal uous good standing for a period may nominate himself for office funds to pay up to \$25 for 26 of two (2) years immediately by submitting, in writing, his inweeks in all states, but he was prior to the date of nomination. beaten down to a voice vote. (c) Any candidate for agent or

dustrialists in their States would years' sea service in any one of ification as listed above. The nohave to hike starvation wages to three departments. Any candidecent levels if the \$25 jobless date for departmental patrolman benefit maximum passed was must have three years' sea sermade clear when the "States vice in their respective departrights" argument was smoked out ment. Sea service as specified in 15th, 1945, when nominations will ville, Pa. Several mills are op-

Nominations for 1946 officers chant vessels. are as follows:

the U.S.

SEAFARERS LOG

Published Weekly by the

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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* * * * *

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Entered as second class matter June 15, 1945, at the Post Office in New York, N. Y., under the Act of August 24, 1912.

Shape Of Things To Come

All the workers of the country (as well as all the industrialists) are looking to Detroit this week-for what comes out of Detroit will determine the shape of industrial relations for months to come.

Labor and management are locked in a struggle which promises to rival in bitterness the days of the sit-down strikes in 1936. Labor's stakes are job security and a living wage.

It is not by accident that Detroit becomes the test tube of postwar labor relations. Concentrated there is the fabulously rich automobile industry; concentrated also is the strength of the United Automobile Workers, the largest and one of the most militant unions in the world.

The auto barons have taken upon their shoulders the responsibility of leading the great postwar industrial crusade for low wages and the open shop. The auto barons have assumed this role, first because they can afford the cost of such a crusade, and second because a successful smashing of the UAW would shake the entire labor movement to its foundations.

The smashing of the UAW would "soften up" the rest of the labor movement for offensives from the big industrialists in maritime, rubber, textile, etc.

The knock-down and drag-out fight is being initiated by the industrialists, but the struggle is not being avoided by labor. There are several factors which operate in favor of the unions. The workers now have some wartime savings which will help tide them over a lock-out period. The automakers, on the other hand, are extremely anxious to get the jump on each other for the postwar warket in passenger cars.

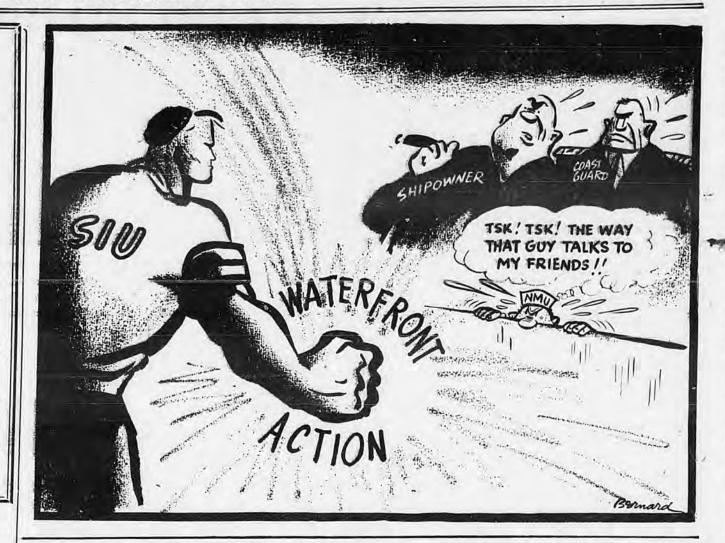
But under the most favorable of circumstances lockout are grueling experiences for the workers and require the maximum of union militancy and steadfastness. Lockouts may mean a temporary loss of profits for the employers, but they mean hunger for the workers. One man fights with his bank book, the other fights with his belly.

Every seaman, every truck driver, every textile worker has a direct stake in the struggle between the UAW and the auto barons. It makes no difference whether AFL or CIO, all working men will affected by the decision in · Detroit.

NOTICE TO ALL HANDS

To cut down on beefs and make the payoffs smoother; to know what is legitimate overtime, study your agreement. Keep an accurate record of your overtime, with date, exact hours worked, nature of work and by whom ordered. If possible, have the head of the department sign it. Keep separate sheets for "okay" and "disputed" overtime. Hang on to your records until payoff.

Remember: written evidence makes it much easier to settle your beefs at the point of production.



SIU IN CANA



By GENE MARKEY

meeting jointly sponsored by the Seafarers International Union of North America and the National Association of Marine Engineers on the question of the formation of a Joint Maritime Council.

Meeting opened at 10:30 a. m. in the temporary headquarters of the Victoria and District Trades

of a Joint Maritime Council:

Representatives from various interested groups in Vancouver, Nanaimo and Victoria were present at the meeting.

The first matter under discussion was the necessity of individual groups getting together so that concerted action could be taken whenever necessary to protect the maritime industry as a whole. Delegates present expressed in no uncertain terms the dissatisfaction that exists with rank and file members under the present system whereby the workers are so badly divided. All delegates agreed that the formation of a joint council would greatly enhance the bargaining strength of the workers employed on this coast. As pointed out in the letter sent out urging all organizations to attend the meeting, too long have the workers been divided into small groups each primarily concerned with its own problems regardless of how the balance of the employees are affected.

Arising out of a question by a delegate present, regarding the absence of a representative of the Masters Mates and Pilots Guild, it was M. S. C. that we proceed with the business on hand.

Delegates expressed the opinion that the first step that should be taken would be to bring together all groups of the B. C. Coast Steamship Service of the C. P. R. These workers are roughly divided into the following categories:

AFLOAT-Masters and Mates and Pilots Guild-National Association of Marine Engineers-Seafarers International Union -

VANCOUVER-Minutes of the Brotherhood of Railway and B. C. C. S. S. (C. P. R.) make a sers, Assistant Pursers and freight handlers etc.

> Blacksmiths-Drop Forgers and Helpers — Brotherhood of Rail- Local Unions: way and Steamship Clerks and the International Longshoremen's Association—Nanaimo Wharf Employees Assn'n.

Following considerable discussion on the groups involved, it was M. S. C. that a second organizational meeting be held in Vancouver in the near future and that the organizations as named basis. be invited to attend.

Delegates at this point felt it should be pointed out that the formation of such a joint Council needed to attain quick action the joint council should be called upon to act. All affiliates should all the workers should be the responsibility of the joint Council and no actions should be tolerat the expense of another.

On the question of representation it was M. S. C. that this meeting recommend that each affiliated organization be entitled to have three representatives seated on the Council.

Following a discussion on the name it was M. S. C. that we recommend the Council Council.

A considerable discussion arose over the operating costs and financing same and a motion was unanimously carried that we recommend consideration of the following schemes:

A. That each employee of the

Steamship Clerks - plus unor-donation of 25c to finance the ganized personnel such as Pur-initial formation of the Council.

B. That the interested groups finance the formation of the ASHORE — Brotherhood of Council on the following basis:

10	to	50	members members members nembershi		\$10.00
50	to	100	members		15.00
100	to	200	members		20.00
Ove	er 2	200 r	nembershi	p	\$25.00

It was pointed out that operating expenses would not be heavy and such a donation to start the ball rolling would carry the Council for some time on a normal

Following further discussion on the operation it was M. S. C. that we suggest regular meetings of would not interfere with the au- the Council should be held every tonomy of any union. (Joions three (3) months (at least), with would still be free to act as they ample provisions made for emersaw fit-but when pressure is gency meetings to be called at the discretion of the Executive. M. S. C. that the regular meetings should be held in rotation bebear in mind that the welfare of tween Vancouver, Victoria and Nanaimo.

Grievance procedure and the method of handling same as well ated that would elevate one group as the election of a grievance committee should be left over to the Constitution and By Laws Com-

> Following some discussion it was M. S. C. that a good slogan to adopt would be SECURITY IN UNITY.

An offer by the Seafarers International Union to pay for temporary letterheads was gratefulnamed as the Joint Maritime ly accepted by the delegates pres-

> M. S. C. that a short press release be given to the local papers covering today's meeting.

> In winding up the meeting all delegates were urged to make every effort to see that all groups attend and assist the next meeting. This is the biggest venture ever attempted for the maritime industry on this Coast and is worthy of the support of every worker and all groups.

M. S. C. the meeting adjourntime—12:30 a. m.



By PAUL HALL

The necessity of SIU rank and file members taking jobs in the Isthmian SS Company is becoming more obvious daily. While we are gaining considerable strength in the Isthmian fleet and have the majority of the men in that fleet SIU-minded, there's still lots of work to be done. To best typify one of the problems which we do have in this outfit, I would like to show you a letter that I just received from an SIU man on board one of the larger Isthmian ships:

Seafarers Organizer Reports "Everything According To Plan"

"Dear Paul,

"Everything is working out according to plan, although at times it looks like we are in for a very tough job. I say tough job not meaning particularly that the average Isthmian man is hard to organze, but because of the members of the NMU on these ships. To put it plainly, as I see it, a good part of the Seafarers' trouble in organizing Isthmian comes from disgusted NMU members. What makes it very tough is that although these NMU men carry NMU books, they continually blast their own union. When I try to talk about the SIU way of unionism to some of the Isthmian fellows, then they seem to have the idea we are the same type of outfit as the tled in the last week, and only NMU. It makes it damn tough when members of a union will go on board an unorganized ship and then slam their own outfit. It gives an unorganized seaman the feeling that all unions are the same way.

"Believe it or not, the biggest thing that can happen on this ship to help the SIU would be for the NMU to quit knocking their own organization. No, Paul, I am not fooling-that's just the way the situation stands. You know we have a large crew on herearound 100 men-and when you have eight or ten NMU book men around the ship slamming their own outfit, then it sure leaves a hell of a doubt in Isthmian men's minds about unionism.

"In the meantime, keep the mail rolling and get us over the latest issues of the Log, as well as some copies of Mississippi contracts. Also, send along the dope on any problems affecting the sailors so I can pass it along to the crew.

"Quite a few of the men are quiting this ship after this trip and it looks like there will be a fairly big turnover in the crew.

"Enclosed in this letter you will find some more pledges, and on checking you will find that we now stand with around 87% of this ship. Enclosed also you will find a complete crew list of the whole gang on this ship.

"Incidentally, these NMU men raise another point. Two NMU book men on this ship who want to come into the SIU have asked questions about our outfit and the possibilities of getting in. There's in this dispute. However, I do only one thing I would like to say though, if these men are allowed not know who the three to ship within the SIU, we should make damn sure they won't go men are, so if any guy who had around squawking about us like they do about their own union. No fooling, this kind of conversation is really bad not to just one union, sion gets in contact with me, I but to all unions.

"Please give my regards to J. P. and all the boys." (signed by Book No. 29836.)

Give Isthmian Men The Score

It can be seen very easily if we have enough of our men to go into these Isthmian ships and show and tell them just what the Seafarers are, we can do lots towards remedying the set-back that NMU men in all Isthmian ships are giving all unions. It appears now that the NMU knows that it has no chance in an election in this fleet and are simply fighting a defensive fight of the worst kind, by having their own members go into Isthmian ships and damn their own union. This situaion must and can be corrected. Steps have already been taken to overcome this problem. These steps consist of first, infiltrating our men into Isthmian and, second, of having Isthmian men come into our halls and our meetings. We must, in other words, let all Isthmian seamen see how this union operates in all of its phases. This is the only way we will be as successful as we would like to be in this drive.

While lots of Seafarers' members are doing a bang-up job in this fleet, we still need even more members to take jobs in Isthmian ships. While we have been having Isthmian men attending meetings in some ports, we must have them attending meetings in all of our halls. The Seafarers' very best members are devoting their I have received very few beefs union in the field that gives its time and work in doing this job. We have an heavy investment from the outports, which is a membership greater representain this drive both in union material as well as finances. It is up clear case of settling at the point tion, due to the fact that the ofto all Seafarers' members to protect this investment and to go all of production. It shows that the ficials of the SIU are all bonafide out in pushing this drive through to a successful end.

Greeks Tie-up Ship In New York

eral Court, Joseph Kottler, attor- ment period. ney for the Federation of Greek the loading of supplies for the American forces in the far east.

In a petition before Judge Murray Hulbert, Comdr. Anastassios, Greek Maritime Consul General, asked for an order directing the United States Marshal to remove fifteen seamen from the SS Niki Staten Island.

'The shipowners' counsel declared that the seamen, part of a thirty-eight man crew, had re- ated for years by the Greek ship- SIU is also affiliated.

through the use of the U. S. Fed- men after a six month employ- months.

Attorney Kottler said that gun-Maritime Unions, denied that the men brandishing revolvers had dispute between the Greek sea- tried to forcibly remove the seamen and the Greek Maritime men but that they had stood their Consul General was preventing ground. He said that the men were willing to leave the ship, if they received the bonus to which they were entitled for the six months service, plus wages and overtime due them. He was unable to name the exact amount claimed by the men.

Secretary Emanuel Pitharous awaiting to pick up its cargo at of the Federation of Greek Maritime Union, in an affidavit, charged that the Greek Maritime Consul General had been domin-

NEW YORK - Charging the fused to leave the ship in com-jowners and that he had no know-Greek shipowners with attempt- pliance with the Greek Relief Act ledge of any Greek law requiring ing to bust the seamen's unions permitting the rotation of sea- the rotation of seamen after six

> He said that the shipowners would undoubtedly refuse jobs aboard other ships to these men with the result that they would be deported after thirty days, facing the prospect of being jailed upon their arrival in Greece.

> "The statement that the refusal of the men to leave the ship has rendered the vessel unable to load her cargo, is utterly untrue," the affidavit said.

> The Federation of Greek Maritime Unions is an affiliate of the International Transport Workers Federation (ITF) to which the

From The **Assistant** Sec'y-Treas.

By LOUIS GOFFIN

Various beefs have been setone or two minor items are pending. These should be cleared up one way or the other very soon.

At the present time there is a building elevator operators strike, and since most of the companies under contract to us have their offices strike bound it is impossible for me to contact these outfits, as it would require me to cross picket lines set up in front of each building. Therefore if certain beefs are not settled in a than they previously earned. Sen. hurry, it is because I have to Brien McMahon (D. Conn.), wait until such a time as the strike is over, since the SIU will not cross any picket line, now

The SS DeSoto, which paid off in Boston on May the first, a beef SIU TO concerning a missing man in the stewards department is now PROPOSED settled. Three men are involved something coming on this divi- the \$45 per month merchant sailwill arrange that this money is evenly divided.

The SS Mayo Brothers which also paid off in Boston: eight men in the deck department who handled ships explosives have the differential coming from ninety cents to two dollars and a half tual boost in wages should be an hour. This is now payable at Waterman in New York.

I have received unclaimed wage lists from Moran Towing Company and the South Atlantic SS Co., which will be published in future issues of the Log. For the benefit of you guys who sailed in these outfits it will pay to keep an eye on the Log, as beefs in the SIU way, right on you never know but that you may have some money coming.

are settled. At the present time personal opinion that there is no officials are on the ball settling seamen.

Fights Lowered Wage



To force down wage scales, unemployment authorities cut workers off from jobless benefits for refusing work paying less above, charged at hearing on Kilgore unemployment compensation bill. (Federated Pictures)

VANCOUVER against possible cancellation of ors' war bonus, a plea for an increase of wages over the present rate have been made by the Seafarers' International Union of North America to the National War Labor Board, Ottawa.

Seamen's standards aboard ship are so low now that an acmade over and above the present rate, including the war bonus.

The SIU of NA is preparing a brief for submission to Ottawa on seamen's conditions and in support of a merchant marine for Canada.

the ship.

The SIU way as we all know is Results of other beefs will be to give proper representation to in future reports as soon as they all our members, and it is my

Jobless Pay Bill

(Continued from Page 1)

Robert LaFollette (Prog., Wisc.) hit at Senators who would have required a request in writing from each governor before the increase in number of payments could be granted from Federal funds. "The Senate pretends it has a national responsibility, but it is leaving it to the governors of the States to get benefits for all who are entitled to them,"

As it went to the House, the jobless benefit bill still has in it these provisions:

Brings some 700,000 Federal and maritime workers in under the unemployment compensation system and directs the States to give them the same benefits as other unemployed workers.

Gives all eligible workers 26 weeks of unemployment pay regardless of present State laws.

Gives stranded war workers a maximum of \$200 to get home or to a new job which is of no greater distance than their home

PHOTOGENIC



Most photogenic - that's the title Laura Norden won from GI photographers in Florida. deserves it.

Photo Highlights Of Current Strikes

Major Stoppages

A line-up of the major work stoppages throughout the country yesterday, the date on which each began and the number of workers affected was as follows:

March 12-7,000 at nine film studios, Hollywood, Calif. July 16-3,000 at GM-Packard Electric Company, Warren

Aug. 21-6.500 at Midvale Steel Corporation, Nicetown, Pa. Aug. 23-4,500 at Kelsey-Hayes Wheel Corporation, Detroit. Sept. 6-15,780 at B. F. Goodrich Rubber Company, Akron,

Sept. 9-38,000 at Westinghouse Electric Corporation's plants in Pennsylvania, Ohio, New Jersey, Massachusetts, Maryland and New York.

Sept. 10-3.100 at Murray Corporation, Detroit.

Sept. 12-8,800 at River Rouge and Highland Park Ford Motor Company's plants, Detroit.

Sept. 13-6,500 at Hudson Motor Car Company, Detroit. Sept. 13-2,500 dried fruit workers in the Santa Clara Val-

Sept. 14-50,000 additional Ford Motor Company employes Sept. 16-30,000 oil and refinery workers in Texas. Ohio. Indiana, Michigan, Illinois and West Virginia.

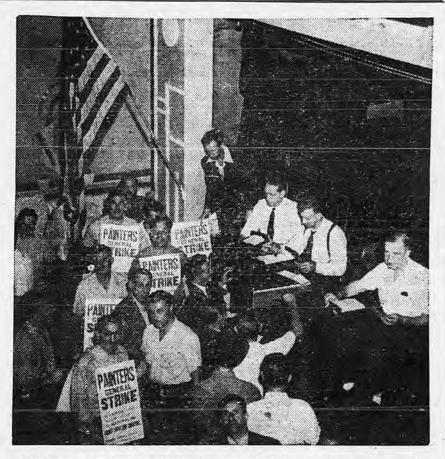
Sept. 19-2,600 at Nash-Kelvinator Corp., Kenosha, Wis. Sept. 19-3,500 at Atlantic Basin Iron Works, Brooklyn, N.Y. Sept. 19-3,000 at Chrysler-Dodge Truck Corporation, Det. Sept. 21-3,500 at Jones-Laughlin Steel Corporation's

mines, California, Pa. Sept. 21-3,000 at Pressed Steel Car Company, McKees

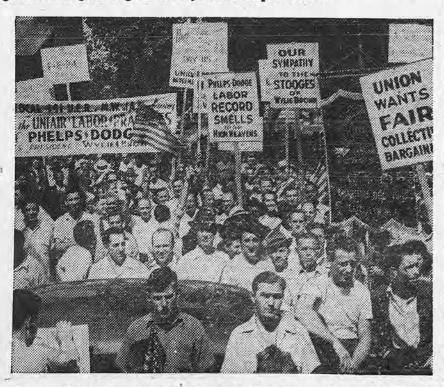
Sept. 21-2,5000 at General Electric X-Ray Corporation,

Sept. 24-11,000 in Building Services, New York.

Sept. 25-16,000 in Pennsylvania coal mines.



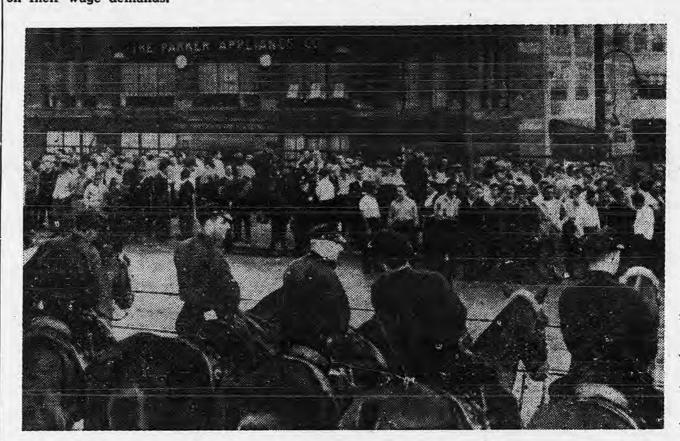
Striking painters register for picket duty in New York, where 10,000 members of District Council 9, Bro. of Painters (AFL), walked off their jobs following unsuccessful contract negotiations with Master Painters Assn. Many contractors have since signed separate agreements, granting union's job security demand.



The entire community of Elizabeth, N. J., as well as all AFL and CIO labor, got behind these Phelps-Dodge workers when they demonstrated against company refusal to accept War Labor Board de-& Machine Workers.



Marching through streets of Windsor, Ontario, members of Local 200, United Auto Workers, form picket line around Ford plants. Strike action, involving 10,000 workers, followed stalling on their wage demands.



Mounted police stand guard over this large AFL-CIO picket line in Cleveland-union labor's answer to a vicious police charge into striking AFL pickets which injured 14. The pickets were members of District 54, Intl. Assn. of Machinists (AFL), strking the Parker Appliance Co. over a seniority dispute.



United around full employment program, AFL, CIO and railroad brotherhoods marched together on Labor Day in Seattle, Wash., led by Metal Trades Council (AFL). Left: Gov. Mon C. Wallcision. Workers are members of Local 441, United Electrical Radio gren, bareheaded in rain, pledges state aid in jobs program. Right: Labor and servicemen rub shoulders.

HERE'S WHA

QUESTION:—What do you think of the Seafarers demand that the RMO fink halls be closed and Coast Guard restrictions on the merchant seamen be abolished?

CHARLES FAHEY, Oiler - This question has been discussed at our meetings many times and the general opinion of everyone, including myself, is that they should disband the RMO set-up now so that they will not cause any further trouble. It is obvious that the RMO people are only in it to break the unions and forestall any future strikes. The Coast Guard should also relinquish their hold on the seamen now that the war is over. They've been a pain in the neck all during the war and they should be made to turn the whole thing back to the Steamboat Inspector. So let's all back up our union on this fine move and start some real action now.



FRANK VANDERAVERT, Bosun—I think it's a good idea to for themselves at the seamen's have the Coast Guard restrictions expense and at the taxpayers' exremoved for instead of helping pense. the seamen they seem to take a delight in doing everything possible to obstruct in whatever way they can even going so far as to look for trouble where none exists. As far as the RMO fink halls are concerned, I am entirely opposed to having prospective seamen go to-school for 3 months at the taxpayers' expense when they can learn more in one month of practical experience at sea. I say close 'em all up and go to the good old peacetime way of doing things.



fink halls educate their men on Turns Down CP Offer the basis that they can ride ships without belonging to a union and as a result we get men aboard ship that don't know their job and think that an anti-union attitude is all they need. These RMO schools are just a liability to the taxpayers because they don't turn out seamen at all and real seamen can be trained aboard and Ingvald Haugen, chairman of ship much better and quicker than at their schools. The Coast Guard is just another scheme to in the Congress. make the seamen step in line. With the war over they know that their excuse for interfering in the lives of the seamen is over and they are trying to create jobs



JOSEPH ROY, AB-It's a very good idea to close them up right away. It was bad enough to have them sticking their noses into everything during war time without having to put up with them now that were at peace. I hope we won't have to put up with them much longer because they've had me up a couple of times for minor infractions. They even tried me after the captain took the log off. The phony broadcasts calling for seamen when they are all lined up for half a block outside the WSA is getting to be a pain in the neck and something should be done about that too.

Seamen Re-hiring **Benefits Are Asked**

At the request for the War Shipping Administration both the Senate and House of Representatives will consider an amendment to the Act providing reemployment rights for persons who leave their positions to serve in the merchant marine.

Under the Act any seaman with a WSA discharge is entitled to reemployment rights similar in some ways to those of the servicemen and the amendment would provide for persons who served in the merchant marine between May, 1940 and the termination of the unlimited national emergency but who, either before or after such service, entered the armed forces.

The WSA also requested that War Dept, civilian maritime personnel be included in the benefits provided by the Act.

WAR AGENCIES MERGED WITH LABOR DEPARTMENT

newspaper headlines, union lead- Service. ers said.

Under an executive order issued by Truman, the Natl. War Labor Board, War Manpower Commission and the Re-employment and Retraining Administration were transferred to the department.

The first two agencies are only 'shells" anyway. The WLB is an the process of liquidation and had been due to fold up after the forthcoming labor-management conference develops new maindustrial peace.

With the elmination some time

WASHINGTON (LPA) - A ago of manpower controls, the somewhat stronger Dept. of La- WMC was also on the way to disbor emerged this week, as a re-solution. Only agencies of consult of President Truman's ac- sequence within the Manpower tion in shifting several agencies Commission, which it had superto that department. However, vised for the period of the War, the additions were nowhere near are the U.S. Employment Seras significant as made out in the vice and Appentice Training

> The Appentice Training Service had in any event been scheduled to go back into the department at the end of the war. The real gain was the restoration of the U.S. Employment Service. However, if Congress goes through with legislation to restore local employment offices to state control, the Employment-Service will be little more than a paper agency.

How significant the addition of chinery for the maintenance of the Re-employment and Retraining Service may be remains to be seen. That service, which had been in the Office of War Mobilization and Reconversion, was set up by Congress to coordinate plans of various agencies for employment and rehabilitation of returning servicemen. So far it has existed mostly on paper, but Secy. of Labor Lewis B. Schwellenbach may put some life into it.

In addition, Schwellenbach took steps to reinforce the U.S. Conciliation Service, which he hopes to make the mainstay for postwar settlement of disputes. He names a new director, Edgar L. Warren, 40-year-old former chairman of the Regional War Labor Board in Chicago, to fill The meeting adopted a three the vacancy created some time ago by the resignation of John R. Steelman. Schwellenbach also said he plans to enlarge the staff and boost the salaries so as to

Transfer of the WLB to the Dept. created some doubts as to whether the Board was still in-First Shop Steward Vote dependent or subject to Schwellenbach's orders. Members of the Board held a "showdown" con-For the first time 1933, free ference with Schwellenbach on and secret elections of workers the issue, and as a result he sent representatives were held recent- the WLB a letter assuring its

Nevertheless, disintegration of the Board appeared to have been hastened by the switch. Chairman George W. Taylor, who had planned to resign in the near future, sent in his resignation at once to President Truman, effective Oct. 15. The President acradio announced that an arbitra- cepted it "with regrets." Another public member, Jesse Freidin, also submitted his resignation. Both intend to return to their private occupations-Taylor to the University of Pennsylvania and to arbitration work, Freidin to

Eventually, other agencies are expected to be brought into the Dept. of Labor. The Natl. Labor Relations Board is slated to be among them, but the transfer has One of the regulations stated that been held up by legal trouble. "no negotiations about wages The unemployment compensation and working hours can at present division of the Social Security be permitted between trade un- Board may also go to the Dept., as well as labor functions now scattered among various boards

. Some new sections in the Dept. growth of one of the most im- are now under discussion, includportant agencies for the demo- ing a proposed labor education The central organization in cratization of Germany will have service, a possible consumer di-Paris which includes the union been considerably handicapped. vision, and a bureau of labor production.



WILLIAM GRAY, Oiler - The Norway's Labor Party

The Norwegian Labor Party at its Congress recently re-elected Einar Gerhardsen, Premier of Norway, as chairman of the Party. Haakan Lie was elected secretary. The central executive committee includes three Ministers from the government the Norwegian Seamen's Union. Over 400 representatives voted

The Labor Party voted against joint electoral lists with other parties. Gerhardsen at the opening session told the Congress, 'We had hoped that the war would have provided an opportunity for achieving a merger of the working class, but leading Communists thought otherwise."

Reports from nomination meetngs held by the Labor Party show that the majority of its candidates nominated for election to the Parliament at the October 8 elections were active in Norway's fight the Nazis, many of them having served long prison terms under the Nazis. (LPA)

Anti-Franco Leader Returns From Prison

Francisco Largo Cabellero, former Republican Premier of Spain, and trade union and Socialist Leader, arrived in Paris from Russia on September 16. He came in the plane carrying a party of Russian delegates to the World Trade Union Congress. Cabellero had been imprisoned in a German camp, according to reports from Paris. He had been liberated by Polish troops and since had been in Russian hands. Inquiries to the Russian government had gone unanswered and his arrival was welcomed by many trade unionists from abroad. (LPA)

French Civil Servants' Plight Aired by Unions

federations of civil servants (rail- (LPA)

way workers, public utilities, health services, transport workers, and workers in state workshops) met the first week in September to examine the situation of civil service workers. They have been faced by rising prices, and considerable disorganization of various public services.

point program for immediate action: (1) to inform public opinion about the conditions of civil service workers, (2) to organize a large demonstration in Paris as attract better men. soon as possible, and (3) to ask the government for a hearing.

In U. S.-German Zone

ly at an I. G. Farber factory in independence. Frankfort, Germany. This was the first such election in the Frankfort area. A representative of the Military Government was present. It was estimated that approximately 550 workers participated in the election.

At the same time, Luxemburg's tion court had been created in Frankfurt to settle labor disputes.

While the Mayor of Stuttgart announced the conditions governing the establishment of trade unions, the U.S. Military Government in Munich agreed "in principle" to the establishment of trade unions in Bavaria.

The Munich announcement contains 12 regulations to be observed in the setting up of unions. ions and employers."

Obvervors have pointed out that until this restriction is lifted and departments. by the Military Government, the



Fama was elected recording sec-

retary. The list of repairs and

improvement etc. were: (1) Ice

boxes to be overhauled and

checked; (2) two fans in each

messroom; (3) larger hot water

tank to be installed to heat

water for washing purposes: (3)

steam line to troop galley at

least 3 inches in diameter; (5)

spreads and sheets in sufficient

length to cover hunks; (6) scup-

pers installed in mess hall, troop

galley and crew galley; (7) sep-

arate drains installed in deck

departments showers not in con-

junction with galley; (8) two

messmen for crew's mess; (9)

Steward dept. not adequate

to accommodate troops, suggest

she carry at least 45; (10) enough

electric cords for toaster, hot

plate and percolator to facilitate

constant use; (11) electric iron

for crew's use and wash tubs

with necessary steam lines; (12)

regular size pillows; (13) new

lockers and locks for entire

crew; (14) cover deck depart-

ment's shower hot water line

with asbestos; (15) focs'les on

entire ship painted and (16) all

decks renovated inside rooms

Quite a list in anyone's lan-

guage and the oncoming crew

might well check it against their

The meeting, which started at

6.30 p. m., lasted for about half

hour. All of which means that

there must have been some fast

talking to get all those matters

SS PARK VICTORY

The Robin Line, SS Park Vic-

Victory payoff proved one of

the cleanest and most coopera-

tive he had seen around these

parts on the past two years, re-

ports Patrolman Jimmy Han-

The entire crew was congratulated for the excellent job they

and passageways.

own repair lists.

into the record.

ners.

SHIPS' MINUTES AND NEWS

Survivors Of Wm. Palmer **Return After Mine Sinking**

Tarleton Brown William J. Palmer struck a mine **Meeting Lists** seven miles out of Trieste she 16 Complaints sank within 25 minutes with complete loss of cargo but for-Sixteen items to be taken tunately no loss of life among care of for the oncoming crew crew or passengers.

were listed by the SIU mem-Most of the 43 crewmen arbers on the SS Tarleton Brown rived home the other day, more at their Sept. 9 shipboard meetthan a month following the sinking, after experiencing a Elected as chairman was variety of modes of travel which Brother Hogge, and Brother included a "hell bent for election" trip from Trieste to Ven-

> ice in U.S. Army trucks. The Palmer, Sth Atlantic, left New York on July 16 with a cargo of 360 horses and some 3,000 tons of clothing shipped by UNNRA (United Nations Relief and Rehabilitation Administration). Seventeen Yugoslav refugees were aboard to tend the horses.

The trip to the Adriatic was uneventful and the boys reported a swell crew, fine sailing weather and good eating. They stopped at the Rock for orders and then Malta to discharge a man for medical care.

From there they went to Bari, scene of the so-called 2nd Pearl Harbor, and, after stopping at Ancona for orders, proceeded to Trieste. Everything was okay on August 4th as they sighted their destination and then, at about 12.30 came a roaring underwater explosion as the ship hit a mine (probably

When the Liberty ship SS a magnetic) and the number four hold was torn open.

In about three minutes the engine room filled with water and the Palmer sank stern first within 25 minutes. The crew pulled for shore in the lifeboats and about half mile of Trieste were picked up by a British Navy tug on which they were served hot coffee.

They slept at the Naval Base that night dining on bully-beef and tea, much to their disgust, but the following day U. S. Army trucks with two drivers and a girl friend in each, took them down to Lido, Venice.

They say that the trip to Venice was more hazardous than any of their other experiences, including the ship's sinking, for the army men drove as if the devil himself was giving chase.

The boys enjoyed a real paradise at Lido but it didn't last long and three days later they boarded the John Ireland, and went to Naples. At Naples they stayed at the Seaman's Hotel and their treatment through the three weeks there will probably make another story.

Their return was aboard the Charles Goodyear which docked in Staten Island on Sept. 19.

Delegates aboard the Palmer were Reuben George, DM, Deck Dept.; Brother Ross, Fireman, Engine Dept.; and Brother Fortune, Messman, Steward Dept.



PALMER SURVIVORS ABOARD SS IRELAND

Some of the survivors of the Wm. J. Palmer aboard the SS John Ireland after their ship was sunk by a mine off Trieste. They are en-route to Naples. Picture taken by John A. Parker, Palmer's Bosun.

SIU Aid Saves Seaman In Chalmette Coast Guard Case

SIU assistance and representation proved valuable to Brother Elias London when his ship, the SS Chalmette (Pacific Tankers), hit Mobile where he was charged before the Coast Guard with "failure to clean up an oil spill in the fireroom" and "logged four for one."

Specifically the charges against him were "For willful disobedience to a lawful command and neglecting his duties" and, according to his own statement, the case would have gone bad for him if not for the ability of the SIU Patrolman who represented him. (London, as is often the case, failed to get the Patrolman's name but the description fits Brother Neria. Mobile please check.)

Brother London's story in brief is that he pulled a live burner and oil was spilled everywhere, some into the bilges. "I cleaned up all I could but refused to go into the bilges because it wasn't my job and even the Wipers, whose job it is, are supposed to collect overtime on that job according to the agreement."

During the Coast Guard hearing, London says that the questions came so fast that he couldn't think and was saved time and again by the SIU Patrolman's interceding and arguments.

Strangely enough when Chief Engineer testified against him, the Jr. 3rd and the 3rd gave evidence in his behalf.

The Coast Guard findings were "Specification 1 not proved—charge not proved . . . charge is hereby dismissed."

The Chalmette visited Pacific ports during its three month trip and according to London, it was a good voyage, without incident other than his own troubles.

At the New York hall he expressed his appreciation to the Patrolman in Mobile for the way he handled the case.

Three Shipboard Meetings Disclose Union Consciousness Aboard SS Eliphalet Nott

Minutes of not one, but three that he would "take care of you mess. The meeting discussed real union consciousness aboard crew decided to take further ac- and it was decided that Brother the Eastern Liberty, SS Elipha- tion against him on arrival in R. Colman be appointed to write let Nott, where the SIU men in businesslike fashion voiced their beefs and got them settled without unnecessary delay.

As a result, and with the splendid cooperation of the skipper, the result was as clean a payoff as the Boarding Patrolmen have had in many a month.

Demonstrating a complete understanding in handling of ship personnel, Captain Roscoe (SIU retired member) brought in a beefless ship which was a credit to the union and the company. This was not a surprise however to the old timers around the hall who know Roscoe and have considerable respect for his judgement in working with his men.

FIRST MEETING

The first meeting on August 12 came to order at 3 p. m. and discussed the negligence of the Purser in the case of Wiper J. Doyle who fell off a ladder coming aboard in Galveston shortly before midnite on July 28. Doyle was helped aboard and in the morning reported to the Purser that he had injured his shoulder and wanted hospital attention. The Purser answered

shipboard meetings disclose a when I'm good and ready." The the question of higher wages the States.

> Also discussed were the slop chest prices which were higher than the previous trip in almost every article. A copy of both lists was made for further investigation and the meeting adjourned at 3.40.

> Brothers John Hansen and D. Calicchio were chairman and rec.-secretary respectively.

SECOND MEETING

Brother Calicchio called the 2d meeting to order at 1 p. m. August 19 and John Hansen was elected chairman, Walter Karolak, recording secretary. Calicchio read the minutes of the previous meeting which were accepted, except for the report on the slop chest and this issue was carried into new busi-

Reports of all delegates were given and accepted except for the Wipers' overtime which is to be taken up by the engine delegate.

Under new business it was decided to form a "repair, improvement and safety committee" with a chairman from each department. The names of the chairmen to be posted in the

to WLB Chairman Taylor demanding an increase in pay. It was duly moved, seconded and carried that the ship delegates take immediate action on the slop chest prices.

Among the questions raised and settled under "new business" were (a) that crew members should receive a full set of linen each week as long as there was clean linen aboard, (b) that all overtime sheets should be discussed and checked with the delegates before they are given to the proper officer, (c) a list of all members, including their standing, shall be posted in the mess room, (d) no buckets to be left in head or shower with clothes soaking in them and the delegates are to see the chief engineer about opening the wash room for the members to wash their clothes.

In regard to keeping mess clean it was decided that everyone will put their dishes, etc. in the sink after using them.

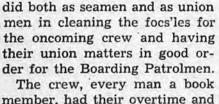
It was moved and carried that the meeting adjourn at 1.50 p.m. THIRD MEETING Brother Calicchio was elect-

ed chairman and Brother Clif-

ton rec.-secretary. The meeting again brought up the question of the slop chest and it was decided to send a committee of two to the union hall on hitting

It was strongly recommended that the cabins be left clean for the next crew and that all dirty linen be made ready for the Steward to pick up. The meeting adjourned at 1.40 p. m.

The reports indicate that 21 men attended the last meeting (Sept. 9), 23 on Aug. 19 with no attendance figures given for Aug. 12.



member, had their overtime and other matters in good order with a list of the amount of dues each man wished to pay, all ready for the payoff.



HE MEMBERSHIP SPEAKS

THOUSANDS OF BEAUTIES IN **JACKSONVILLE**

Dear Brothers,

Just a line to let you know how we get along down this way. I came to Jacksonville and registered with Brother Morris and hung around a few days as shipping was slow.

Then bad luck hit me. I became sick as hell one night and ended up at the Riverside Hospital with an emergency operation on the stomach. But, boys, the good thing is this. The nurses, and student nurses and all the doctors treat you like a king. And what nurses-beautiful and kind. The first thing you notice are the beautiful girls, and there seems to be thousands of them waiting on you hand and foot.

This is not a marine hospital but they handle all the emergency cases, of which there are quite a lot down here.

Hope to be seeing you all

W. O. Cunningham

HOPES SIU WILL CONTINUE TO MAKE GAINS

Dear Brothers,

I'm the only deck department member left aboard Moran's Yaquina Head, until the new crew arrives. I'll hold logs for them.

This vessel is still waiting here in Frisco for orders and we can only guess whether we'll go to the Western Pacific, East Coast or be tied up here but I have it on good scuttlebutt that this ship will be kept running.

I have a lot to thank our union for and I hope the SIU will go on making gains for the seamen.

Jesse R. Joy

SHOULD NOT SIGN ARTICLES WITHOUT RIDER

Brothers,

The position taken at the last membership meeting regarding bonus on these boneyard jobs should be held until the WSA agrees to bonus payments on them.

Because of the disadvantage suffered by men who take these jobs they are entitled to additional compensation and even the WSA will be forced to agree that a man loses money when he takes those short runs and loses his place on the shipping list.

He may lose a good ship and a good run or he may be on the beach for longer than he wants and this is not made up by the straight wages, subsistence and return transportation.

The proposal that everyone seems to think is okay, is that the boneyard run should pay \$75 for the first five days, \$125 for six to ten days continuation of voyage and \$10 a day for every day over ten. This in addition, of course, to reguSINKING WM. J. PALMER



Members of her crew watch from lifeboats as the SS William J. Palmer sinks stern first after striking a mine outside Trieste. The ship sank within 25 minutes after the explosion carrying the crew's gear along with the cargo to the bottom. The ship carried UNNRA shipments including horses. There were no casualties among the crew or passengers. Picture was taken by SIU member, John A. Parker, Bosun, of Rome, New York. (Story on page six.)

The figures here only apply LOSING PLACE to the New York-Norfolk run and must be adjusted for other boneyard runs.

No member of the SIU should sign on to deliver these ships until we have a rider attached to coastwise articles guaranteeing payment of this bonus.

E. "Pete" Dipiedro

ASSISTANCE TO BROTHER IS APPRECIATED

The Editor,

At my request our union has rendered valuable assistance in obtaining seaman's papers for my brother, John J. Thomson.

I want to express my sincere appreciation to those responsible and assure them that their action will not prove detrimental to our union or its cause.

BEEFS ABOUT USS STIFFS AT NAPLES HOTEL

The Editor,

I just spoke to a few friends of mine who were off the Wm. J. Palmer which hit a mine near Trieste and spent some time in the USS club in Naples.

The USS stiffs they have working in that hotel were treated better than our own men, who they are supposed to help but gave these fellows a brush off. In the opinion of the Palmer survivors this club or hotel is just another racket.

As an example of the way things went, they say that they were issued with one handkerchief and one towel each for a two week period even though everyone knew that they had lost all their gear in the sink-

I believe it's about time we went after these phoney USS clubs and stopped these guys from making money in the seamen's name.

John Marciano

ON LIST IS WORTH 75 BUCKS

Seafarers Log,

Any crew taking a ship to the deadyard is entitled to the \$75 bonus that was proposed at the last meeting because (a) we lose our place on the shipping list and (b) we take experienced men for this run while ships that are signing on foreign articles are going hungry, for

That's why I'm urging that we insist on the members proposal.

E. Weingarten

"THRU THE HAWSE PIPE" IRKED BY CRAIG VINCENT

To the Editor,

I just received a letter from Mr. Craig Vincent advising me that my shore leave had expired. However, I guess that this bureaucratic savior of the seaman had his wires crossed again, as I had been on a ship three weeks before I received his letter of cheer. (Vincent is Regional Director of RMO and reputedly a leading CP fellow traveller. ED.)

What struck me as strange was one of the paragraphs in



this epistle of Craig's. Either my English isn't worth a damn or the draft law is being used for a purpose other than what our government intended it to serve. Herewith is the complete paragraph word for word -"If you fail to comply, we shall be obliged to notify your local draft board that you are no longer an active seaman. You will than be subject to their disciplinary jurisdiction." (Emphasis mine).

Now, I am wondering just what disciplinary jurisdiction the draft board has. I always understood that the draft board was for the purpose of raising an army to fight the war. As I see it, they have no disciplinary jurisdiction, but can order you to be inducted into the armed forces.

It is quite apparent that these phony brass hats are now trying to intimidate the seaman, by using the draft laws as a sledge hammer over the heads of the seaman and, no doubt, labor as a whole.

I believe that we can well afford to be more patient with the boys in Washington, over their reconversion headaches; for instance, just what could they reconvert dear old Craig into? Maybe the CP will find him a berth up at the "Pile It" as publicity agent.

Perhaps one of the brothers has an old dictionary he could give to Craig for his enlightment; meantime, I am writing to my Congressman for his interpretation of "disciplinary jurisdiction."

Well, I was certainly surprised to see where Carl "Williams" Sanjines took off out the fire escape. Last year he was trying to sell the Communist line to Isthmian; he even made a trip to sea on an Isthmian packet. He is certainly getting brave. I hope that the boys did away with his shirt, as that communist odor is really ter- said, "real good union men.

"Thru the Hawse-pipe"

HE'S AGAINST FLAT PAY ON DEADYARD RUNS

The Log.

In my opinion delivering a ship to the deadyard with just flat pay, is out of the question.

Taking experienced men out of the shipping hall just to deliver these ships is all wet and losing their places on the shipping list just for a few days pay is a ridiculous proposition and no man in his right mind is going to have any part of it.

C. Milligan

SIU CAN MAN SHIPS WITH BETTER SEAMEN

Seafarers Log.

I have been sailing as a Steward for some time and I believe I'm in a position to know that a man can be taught more in one week aboard ship than in three months at any maritime school run by the



WSA.

On my last trip aboard the SS B. Gwinnett, I had a Messman from the RMO. If these guys would pay more attention to their job and less to their uniforms we might have some good clean ships and they wouldn't be tossed off our ships for not doing their jobs.

I don't think there is any need for RMO fink halls as our union is able to place better men aboard and man ships through the union hall now that it is able to get seaman papers for men willing to work and become good union seamen.

Theodore Hess

Praises Shipmates



Henry Sztors, Oiler, back from Le Havre on the John A. Quitman, Waterman, has nothing but praise for his shipmates. "They were a swell bunch," he There was only one trip carder on the whole ship." The Quitman had the happy job of bringing troops back to this country - to be demobilized, we hope.

ATTENTION ISTHMIAN MEN



Remember that there is a Seafarers Hall in all the major ports in North America. That hall and all its facilities are waiting to serve you. Bring your beefs to us-we know how to take care of

Report Long Wait For Ship Berth

By JOHN MOGAN

couple of weeks, it is now time erators asking the same quesfor this Port to get back in the tion, to wit: "Did you get anyone Log. It is good, however, to be for my ship yet?" able to attribute our failure to stay in the news to the pressure of increased business. Shipping and business has been considerably above average and, to make it more difficult for our harassed patrolman, several ships have members retiring hold good ratbeen coming into Searsport, ings; consequently the hall is filwhich is up on the Maine coast 300 miles from nowwhere.

These vessels coming into Searsport, an ammunition dump, are a real headache. The operators do their best to stall off the payoff, hoping to keep the crews on until all cargo is discharged, the idea being to pay them off in New York or elsewhere. This, of course, saves the companies transportation both ways-for the old crew, which might have transportation and subsistence coming to them under the provisions of Rider No. 64 Revised, and for the expenses involved in sending the replacements from Boston to Searsport.

A CITY TO AVOID

To date, the dodge hasn't worked, thanks to the alertness of ship's delegates, who get in touch with us as soon as possible. Anyone who has ever been to Searsport will hardly blame any member just in from a voyage for wanting to get his money immediately and clear out for home or other civilized habitat. Some time ago we reported here how the natives keep the town treasury lined by picking up seamen who have had two or more Coca-Colas, lock them up for the night, and in the morning nick ping. For the first time in a good them for a substantial fine and expenses incurred for lodging overnight in the local calaboose. The operators inquire querulously, "Why don't the fellows stay on her up there until after the ard's Dept., a couple of dozen cargo is discharged?"

Then, to add more grief, so many ships are arriving up there that they are now piling up in the stream for a twenty-day wait for a berth in some cases. Very latest advices from up that way, via telephone from James S. Mc- and take your pick of jobs Rae, delegate on the SS Frank C. Emerson, tell us that the Emerson is scheduled for a twenty-day delay before discharging -after a 4-month voyage!

RATED JOBS OPEN

We've been having the good old Bienville in here regularly; also the Claymount Victory; and the Madawaska Victory left very recently after a short stay here. The aforementioned three "troopers" were in at the same time, so that getting sufficient men for them was a problem. But we dood it! The scarcity in this port is for "black gang" ratings-we didn't have a single F&WT for the Madawaska up to an hour before sailing; it looked as though she was going to be hung up here; and then, with about a halfhour to go, in typical Hairbreath Harry fashion, two of our old "black gang" members walked in the door. They, together with a WSA fireman, completed the crew and enabled the Madawaska to get off per schedule.

Even as this is written there are a dozen "black gang" jobs on on the Don Q. and as always can be logged or fired. So use was put in his place and told that the board, and no takers, so the the SIU won its point when the a little common sense.

BOSTON - After a lapse of a cessantly with three different op-

A lot of members are retiring their books lately. No doubt this has been noted in every port. It creates a little more of a shipping problem inasmuch as most of the ling up these days with entry ratings and the rated jobs go begging. However, at the rate the Liberties are being de-commissioned it won't be long before there will be competition for jobs once more.

COME TO BOSTON

Incidentally, the NMU stiffs have been pulling a fast one here in Boston regarding these kids just getting entry ratings at the Commissioners. Not long ago they were parading up and down in front of the Commissioners with those phoney placards, now they are lurking at the application counter, and the Commissioner's signature isn't dry on a kid's papers when one of the Commies grabs him, hands him the address of the local NMU hall, and tells him there is a job down there for him. The office, too, is flooded with their cards advertising the

Just before putting this in the mail, a quick look around the port shows it loaded with shipmany years in this port, a ship was paid off in the stream - a SUP ship. On the board right now are about 75 jobs for Stew-"black gang" jobs, and an equal number of Deck jobs. It is beginning to sound silly to call on men from other ports to come to Beantown for a job, but all the other ports are getting free ads in the Log-so, brothers, drop in prised the other day when I board was not after him he would



Silence this week from the Branch Agents of the following ports:

BALTIMORE NORFOLK

New Ships Are Due In Galveston

By D. STONE

GALVESTON - Shipping this vessels and I understand they are October 5th, the MS Capston Knot and the MS Hawser Eye will be delivered to Waterman from the Beaumont yards. On sel, after loading and heading for On October 30th the MS Coastal sea the main generator blew up Herald and on October 31st the injuring several members of the MS Loop Knot will be delivered from the same yards. All four of these jobs are Cl-M-AVI type

past week has slowed down. On going into the coastwise and West Indies trade.

Last week the SS Battle Mountain, a Deaconhill Tankers vescrew. The Electrician, H. Bignall, who came over from the West Coast to take this ship, was the most seriously injured, and is now confined in the Marine Hospital here in Galveston. When the generator blew up the vessel went aground, blocking the PHILADELPHIA-Here we go tes and saw where an old timer Texas City-Houston channel. After several days enough cargo old place. Things are slow in the pelled from the Union. When I was lightered to bring the ship port of brotherly love. We had a say old timer I mean a man that back to the loading dock, where towboat strike here for the past has been to sea for quite a per- she is being gas-freed before com-10 days. The men finally won jod of time. Of course according ing over to Galveston to the ship-

The good ship Brandywine is strike, ships that were supposed theless he has been in the Union still around and, as usual, giving to have come here were re- long enough to know better than us no end of trouble securing re-About every ten placements. days we start betting on the number of replacements that she will call for. Some day I am going to bet that she doesn't need one man, but I don't hope to win that bet.

Electricians, Stewards and ABs looking for new ships, head_ this way as those are the ratings we need. As a usual thing the company orders the Electricians 15 days ahead of deliver date and the Stewards about five or ten days ahead.

At this time I would like to thank all the members who so willingly donated toward the buying of a floral wreath for the late Brother M. D. Stroud, 38101, who passed away Sept. 14th, here in

It is A Port For All Rustbuckets

By HARRY J. COLLINS

again doing business at the same by the name of Snow was exout and they are now back to to his number he hasn't been an yard. work; howver, as a result of this old timer in the Union, neverrouted to other ports.

We sent the George G. Craw-Arispa, She is going to the James River also. The old Sandwich, the too. All three are awaiting orders, and it is rumored that the For instance, I had a member on Sandwich is going to be cut up a ship not long ago who was for junk.

As it is now, it looks like the port of Philadelphia is the dropping off port for all the old rust five months old. He admitted buckets. It's about time that that he had never read the agreesome of these old wrecks were scrapped, but they were good ships in their day.

It seems that as the ships lines change, so do some of the old timers. I was very much surpicked up the New York Minu- not be sailing in the first place.

to do what he did.

Snow is not alone in his attiford to the boneyard in the James tude, there are a lot more mem-River and we are trying to get bers that are doing this same a crew together to junk the thing especially at the pay-offs, and 99 per cent of it is being done by individuals that have been in Scharie, and the Algic are here the union less than a year and who really don't know the score. flipping his dip and upon being questioned showed he was in the union with a Pro-Book which was ment and had never been to a union meeting and when asked why he didn't take a more active part in the affairs of the union frankly stated that if the draft

Juan Reports Acute Shortage Ratings

By BUD RAY

SAN JUAN, P. R.—Things are white feather. going better down this way with a few of the ships that are to run here steady already in. The charging and loading. The Bellringer is to finish discharging at load.

and out for Bull and we're expecting another in from up north. The Ellenor and Shickshinny should be in the last of this week battened down at 2 a. .m or the first of next.

It isn't too hard to pay off down here now and shipping is good, but I am short of ABs and other rated men.

getting a little more union conscious as we have had another meeting and more of the boys are

questions.

The hurricane that hit the east Mayaguez and then to Fajardo to coast was scheduled to pay us a call here in the Enchanted Isle but the Lord put his hand on us The Cape Texas has been in again and it passed us by. I don't know which is the worst, the wind or all the noise that was made in the process of getting

> There is getting to be a lot of men who are coming to the hall squawking about captains logging and firing them down here and wanting to know if they can do

machine and I'm trying to get a It seems as though the men are new typewriter as this gadget is on its last legs. There isn't much in the line of furniture to buy for the hall so am going to Cape St. George and Cape Faro stopping by the hall when their buy some lumber and turn a for Waterman in the Island dis-ship is in, gossip a little and ask carpenter to making a table for the mimeograph, another small desk for the Dispatcher and a couple of small chairs. I figure by doing this we will save at least half and we will have sturdier, neater looking furniture. So any time you are in and have a suggestion to make on how to improve the hall here we would appreciate it.

I was under the impression that Junior Engineers are staff officers the same as the Radio man and the Purser. If they don't want these men to eat with them, they should have a mess to themthis to them. Men, remember selves and put another man The other night there was a that when you sign on a ship it aboard to serve them and take little roundy go roundy between is to work in port as well as at care of their rooms. It is time one of our boys and an NMU man sea and if you refuse to do it you that the high and mighty Purser he is no more than the captain's telephone is ringing almost in-lad from red square showed the Well, we bought a mimeograph flunky and not the captain.

PLENTY OF MILK ON THE 55 PIUNEER

By JAMES TUCKER

MOBILE - Business is picking up in this port with the Unico, Cable Eye, Colabee, Herman Frash, Samuel Parker and the Tescumch paying off. Expect to have some more T-2 tankers in very soon. We will be crewing up another Victory troop transport this week and will need all ratings in the Stewards dept., as she carries about forty-five men in it. Will need other ratings too. Jobs are on the board for most any type ship a person would want and going most anywhere.

The Alcoa Pioneer sailed out on the first trip of the old run down to the islands and will run steady out of Mobile. Should not be any squawks about fresh milk on this wagon as the last she was seen the Ordinaries were out milking the cows she had on deck as cargo. We are having quite a few ships in to tie up, the Bayou Chico, Falmouth and we are looking for the Colabee and the Delmar to tie up soon.



Higgins Up To His Old Tricks

By E. S. HIGDON

Gulf and getting the new setups production. arranged. That is why New Orleans has failed to appear in the Seafarers Log, but we are back "runnin' on an even keel" now and we will be here pitchin' from now on.

We paid off the John Swan and the boys came in with 266 hours of disputed overtime. They all went home happy with the exception of one Fireman who had 36 hours disputed overtime for blowing tubes, but before the Swan signed on the boy left the ship and went home. His overtime was settled, voucher was made out and sent to the boy's

We paid off the J. Ross-the boys came in with 900 hours of disputed overtime - they also went home happy.

The metal trades of New Orleans was extremely surprised to hear that the Higgins Industries, inc., filed a petition for a Company hearing before the War Labor Board. The War Labor Board's action was that Higgins Industries, Inc., had to deal with the Building and Metal Trades until a contract could be put into effect-the terms of the old agreement would be alive until the new one would be drawn up and agreed upon by both parties.

In the meantime, the CIO obtained a list of the workers at all the Higgins plants, and mail was sent to each worker with a pledge card and self-addressed envelope enclosed. This was only a lost cause for the CIO, as all during this time Allied Crafts, Inc., the company union had filed a petition with the War Labor Board's Fifth Regional Office on Sept. 13, 1945. The contract of the petition alleges that a question concerning representation had arisen involving the production and maintenance employees at the Industrial Canal and City Park Plants of the Higgins Industries, Inc., excluding supervisory employees, with authority to hire, promote, discharge, discipline or otherwise effect changes in the status of employees, or, effectively recommend such action.

It seems that Higgins Industries, Inc., is now trying to buck the WLB ruling so as to further the company unions now known as the Allied Crafts, Inc. Every government official in Washington knows that in the years 1943 through 1945, Higgins Industries, Inc., has smashed every known

NEW ORLEANS - Officials in production record in the conthis port have been on the ball struction of small combat boats for the past couple of weeks what —the firm and AFL employees with "Whitey" Hawk, Secretary-Treasurer, visiting the entire means excellent and outstanding

> The American Federation of Labor showed its strength when the members were locked out by Mr. Andrew J. Higgins, Sr., when he cancelled the AFL contracts. The AFL members expressed themselves through their spokesmen: "No contract, no work." After the War Labor Board told the workers their contract was still in effect they went back to work, and not before. It was estimated that at least 400 workers besides the office force remained at their post while approximately 4,500 remained out.



Men In Marine **Hospitals This Week**

STATEN ISLAND HOSPITAL

W. W. FISHER FRED ENGLAND L. WREITH

C. A. SHERROD A. RAYMOND

JAMES F. CLARKE W. B. MUIR

EMIL VON TESMAR L. M. MOODY, Jr. K. E. OLSEN

B. B. LENOIR L. C. KATES

BERTEL BRYDER J. A. SPAULDING

L. L. LEWIS L. R. BORJA

J. S. CAMPBELL R. A. BLAKE

E. V. FERRER H. W. E. FREDERICKSEN ROBERT POWELL JOHN NEAL WILLIAM OATES

MOBILE HOSPITAL AMIEL CONSTANTINE (SUP) JAMES V. HALL (BCSU) WM. CHAMBERS (BCSU) TIM BURKE

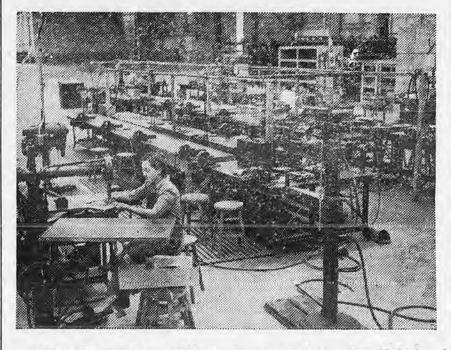
E. E. McCARTHY M. E. CARDANA \$ \$ \$

GALVESTON H. BIGNALL

"Peace! It's Wonderful!"



THE SUMMING UP



What happened to millions of war workers after V-J day is forty days overdue which is not summed up in this scene at the Douglas Aircraft plant in Long Beach, bad compared to some which Calif., where a lone woman is the only worker in sight. With all were three months late. We labor, the laid-off Douglas workers, members of Local 148, United didn't have as much trouble get-Auto Workers are demanding that Congress act on urgent recon- ting a crew as we thought. Most version legislation.

Moran Towing On Chisel List

By J. P. SHULER

NEW YORK - This port had months ago, Capt. Thie bould of a fair week with 18 ships paying Alcoa SS Co. notified the Union off and 22 signing on. There were numerous beefs in all depaid off.

Moran Towing Company went on the Chief Chiseling List this week in an attempt to pay only \$6.00 a night for men who stood 15 hours on deck. The company claimed that the men were on deck and did not work and were not entitled to regular overtime, but were on security watch.

In another instance, the overtime was disputed on the Sombrero Key for the Stewards Dept. painting. There was also a standby job for one of the Moran Tugs. After the men put in for three days standby wages, the company refused to pay as they said there wasn't anything like that in their agreement. All the beefs were collected with the exception of the standby beefs. The company has now agreed to sign a standby agreement with the Seafarers at the rate of \$1.00 per hour for regular time and \$1.50 per hour after 5 p. m. and before 8 a. m., Saturday afternoons, Sundays and Holidays.

The WSA has stuck their nose of a number of ships that are to be carried to the James River The companies are boneyard. making no comment but the WSA has issued a directive that they should only pay regular wages and transportation back to the port of signing on. There are about 20 ships affected and they are still laying in the Hudson River awaiting agreement by the companies and the WSA to pay fair compensation. It is advisable for any man on board a ship that's being carried to the James River to the boneyard to contact the Union hall before signing articles.

The shipowners to whom we are contracted have set themselves up a phony organization called The Atlantic and Gulf District Shipowners Association. Mr. Parks, formerly of Alcoa SS Co., has been placed on their payroll as chief negotiator. Five

that Mr. Parks had no authority to settle disputes on Alcoa ships. In the last five months, he has partments on these ships, but proven his ability to chisel so they were settled before the ships that the companies have gained confidence enough in him to place him in charge. Several Stewards Dept. beefs have been brought in heretofore which have been paid or settled by the operators in the company in which the beef oc- about the food. curred, but lately they have been Stewards from the union halls, baby. directly to the company office.

Although the V-E Day feeding program was supposed to have been suspended as of July 23, ships are still feeding according to V-E Day schedule. The Liberty Ships bring 750 passengers as often as they bring 550. The manning scales in the Stewards in again and are delaying sailing Dept. have never been large enough, therefore, on almost every troop carrying Liberty that paid off in this port, the union has collected three hours daily for the days while the troops were aboard, for all Cooks, - Bakers, Butchers and Pantrymen, including the crews' Cooks.

The Bull Line notified the Organization several days ago that where complement doesn't call for Electricians on board a vessel, that they would not sign on Chief Electricians, but would sign on Assistant Electricians for \$137.50. However, this has been nego-

Smith Victor About To Sail From Sav.

By ARTHUR THOMPSON

SAVANNAH - The SS Smith Victory is supposed to leave for Europe today but will probably be held up again. It's been "sailing" nearly every day for the past week and a new delay crops up evertime. The ship was in dry dock nearly three months and while they were converting it to a troop transport nothing was done about the guns aboard. On the day she was to sail some brass hat decided the guns should be taken off. This caused one delay.

I don't know what held her up on the other occasions but some one in the WSA is probably behind it. The ship is now only of the Stewards Department are new men but we didn't have to go to the WSA for them.

The deck and engine departments are composed mostly of old timers and some in the Stewards Department in the higher ratings. W. D. Canty who used to be steward on the old Acadia is steward aboard the Smith and the boys making their first trip with him are lucky. Canty as most of you know is the Steward who risked losing his papers when he complained about the food put on his ship by the WSA about two years ago. Wm. Hamilton is cook and a very good one so there shouldn't be any complaints

Smith College, of Massachureferred to Mr. Parks, who has setts, for which the Smith Vicno conception of a Stewards tory was named sent a library Dept. beef; therefore the union is to the ship for the crew. They taking steps to hold Stewards had a big write up in their mag-Dept. beefs at a minimum. In azine of the launching and seem order to do this, we think it bet- to be rather proud of the ship ter that we should ship all of the and consider it more or less their

Most of our agreements leave us | All in all, we shipped thirtyan out whereby we can force the three men this week and we companies to order the Stewards only have twenty-nine men regdirectly from the union hall. We istered. Nothing is in sight for advise any Steward who wishes the near future and we haven't to ship from the company to had a pay off since July 27, which come to the hall and register as is not so good. Savannah seems he will have a much better chance to be a forgotten port and mostly to ship than he would if he went foreign ships are coming in. We are still waiting for coastwise shipping to start up down here but nothing new has been heard

> The South Atlantic SS Co. has finally completed their unclaimed wages list and same has been forwarded to headquarters. In looking over the list I saw that Dick Carter had about fifty bucks coming. Dick was on the Smith Victory so I went down and told him about it. Dick hit the ceiling and asked the mate for time off to collect his dough. The mate let him off but if the ship sails tonight as per schedule he won't get much chance to spend it. And I hear from one of the boys that money in Europe is just so much paper.

> tiated with all the companies and it is agreed that on any ship where a Chief Electrician is carried and has Chief Electricians endorsements that he will be paid his regular rate. It also agreed that where the ships complement calls for an Electrician and there are no Chief Electricians available that an Assistant Electrician can be waivered by the company and that he will receive Chief Electrician wages.

E-WEEK'S NEWS IN REVI

A Sports And News Roundup For The Benefit Of Our Union Members In Foreign Ports.

SPORT

BASEBALL

last bitter week, and the winners rest he goes back into the ring, are not quite certain. The Cubs with a shot at Joe Louis as his and the Tigers still lead and their positions are a bit more secure than what they were last week, but neither the Cards nor the Senators are eliminated mathematically.

Here's the dope: The Cubs have six more games to play, the Cards have five.. The Cubs have to win four of these to win the championship, even if St. Louis wins all of their five remaining games. Aside from one game with each other, they play the same teams to wind up the season, the Pirates and the Reds. Odds are on the Cubs-as you can see.

have it easier. The Senators are Greenwood. Zimmerman convertfinished with the seasons' play, while the Tigers have four more games to play. If any of the Bay Packers 21-7. Touchdowns: skas 2; (Giants) Cuff. games are rained out, it makes it so much easier for them-and it's been wet out there. Only one win assures them of at least a tie, and split will take the penant . . . Who's your choice?

The Dodgers have dumped the Giants, but good, in their bid for third place money . . . The Pirates are still around, but considering their dates with the Cubs and the Cards should be satisfied with fourth place.

In the minor leagues, Montreal and Newark of the International are entering the final playoff for the pennant. No games have been played yet. St. Paul and Louisville have each won two in their battle for the American Association playoff. Both series are the best of seven games, and the winners will meet in the Little World Series . . . In the Eastern League, Albany is 3-2 in wins over Wilkes-Barre.

BOXING

Old Chalky Wright, former featherweight, who has been around within the memory of the oldest settler, took the decision from Humberto Zavalla, Mexican lightweight, in a ten rounder at the Garden.

Although it was a pleasing fight, and the decision unanimous, the fans did not approve the decision, no doubt preferring Zavala for his aggressiveness.

But the semi-final raised more of a storm. Joe Saddler of Harlem was given the nod over Richie Miyashiro of Honolulu in a six rounder, and the fans booed until the main event started.

Richie, a SUP member from Hawaii, was a hustler and grabbed the crowd's imagination. Saddler, a lad with a good reputation and a record of 23 kayoes in 26 bouts, had Richie on the canvass in the second and third rounds, but the little Hawaiian came boring right in and had the crowd on his side.

Billy Conn has been released The pennant race goes into the from the Army. After a brief goal . . . Joe, incidentally, expects to be out soon.

FOOTBALL

The official football season is not yet, but the rugged boys are pushing themselves around in a series of exhibitions-no effect on the standings, but these games sort of give you an idea of what's what. Here are some of last Saturday's results:

Detroit beat the Cardinals 10-0. Fenenbock scored a touchdown, and Ryan kicked a field goal.

Philadelphia licked Cleveland 17-7. Touchdowns: (Philadel-In the American, the Tigers phia) Van Buren 2; (Cleveland) ed two.



(Washington) Aguirre, Akins and Seymour; (Green Bay) Goodnight. Conversions: (Wash.) Aguirre 2, Weldon; (Green Bay) McKay.

The Chicago Bears nosed out the New York Giants 14-13. Touchdowns: (Bears) Fordham, Grygo; (Giants) Klotovich, Lie-Washington beat the Green bel. Conversions: (Bears) Gudau-

Major League Baseball

Monday, September 24, 1945

National	League
STANDING OF	THE CLUBS

American	League
STANDING OF	THE CLUBS

2111121114	STANDING OF THE CLUBS								
A	w	L	PC	GB		w	L	PC	GB
Chicago	92	55	.626	-	Detroit	86	64	.573	
St. Louis	91	57	.615	11/2	Washington	87	67	.565	1
Brooklyn	83	67	.533	101/2	St. Louis	79	69	.534	6
Pittsburgh	80	68	.541	121/2	New York	78	71	.523	71/2
New York	77	71	.520	151/3	Cleveland	72	70	.507	10
Boston	66	84	.440	271/2	Chicago	71	77	.480	14
Cincinnatti	60	87	.408	32	Boston	71	81	.467	16
Philadelphia	46	106	.303		Philadelphia	52	97	.349	331/2

Major League Leaders

		THE CLIC	OF A	Leug	ue Leaaers	
CI	UB BA	TINC	3		CLUB BATTING	
Chicago St. Louis Pitts Brooklyn New York Boston Cincinnati	767 139 649 13 683 139 503 1-24	38 54 04 62 79 71 09 53 77 109 01 94 17 53	RBI 634 654 673 685 600 638 456 485	.271 .270 .270 .269 .266	Chicago 591 1310 22 540 2 Boston 589 1356 49 537 2 Detroit 605 1301 73 571 2 Wash 615 1351 27 551 2 New York . 642 1285 89 616 2 Cleveland . 563 1208 65 513 2	2625
LEA	DING B	ATTE	RS		LEADING BATTERS	
Cavaretta, C Holmes, Bost Rosen, Brool Hack, Chi. Kurowski, St	on . 15 dyn. 14	471 624 590 575	92 124 125 105 82	.349 .325 .323	G AB R Cuccinello, Chic. 117 400 50 .3 Stirnweiss, N. Y. 149 617 104 .3 Dickshot, Chic. 129 481 74 .3 Moses, Chic 139 564 79 .2 Estalella, Phil 125 447 45 .2	30
RUI	NS BAT	TED I	IN		RUNS BATTED IN	
Walker, Brook Holmes, Bos Olmo, Brook	ton			114	Etten, New York	10
HOM	E-RUN	HITTI	ERS		HOME-RUN HITTERS	
Holmes, Bos Workman, E Adams, St. I	oston	3 3 6 5 6 6 6		74	Stephens, St. Louis York, Det	1

•	LEADING P	ITC	HEI	RS		LEADING P	ITC	HEI	RS.	
		G	w	L	PC		G	w	L	PC
	Brecheen, St. L	22	14	3	.824	Muncrief, St. L	26	13	3	.81
1	Borowy, Chi	13	9	-2		Newhouser, Det	37	22	9	.71
ı	Cooper, St. LBos	23	9	4		Leonard, Wash	30	17	7	.70
١	Passeau, Chi	33	17	8		Ferriss, Boston	34	21	9	.70
	Wyse, Chi	36	20	10	.667	Wolff, Wash	32	19	10	.65
	Burkhart, St. L	38	16	8		Gromek, Cleve	31	17	9	.65
L	Mungo, New York	26	14	7		Benton, Det	29	13	7	.65
	Beck, CinPitts	24	8	4		Reynolds, Cleve	43	18	11	.62
ì	Barrett, BosS. Lfl	43	22	12	.647	Bevens, N. Y	29	13	9	.59
	Gables, Pitss	27	11	6		Potter, St. L	30	14	10	.58
	Erickson, Chi	26	7	4		Carrasquel, Wash	35	7	5	.58
1	Prim, Chi	32	13	8	.619	Ryba, Boston	33	7	5	.58
	Dockins, St. L	29	-8	5	.615	Lee, Chicago	28	15	11	.57
1	Strincevich, Pitts	34	15	10	.600	Trout, Detroit	40	1.8	14	.56
•	Seats, Brooklyn	29	9	6		Grove, Chicago	32	14	11	.56
8	Brewer, New York .	26	7	5	.583	Hollingsworth, St. L.	25	11	9	.55
ų	Sewell, Pitts	32	11	8		Jakucki, St. L	30	12	10	.54
4	Derringer, Chic	3.4	15	11	.577	Haefner, Wash	37	16	14	.53
i	Butcher, Pitts	28	10	8	,556	Gettel, N. Y	27	9	8	.529
	Gregg, Brooklyn	40	16	13	.552	Christopher, Phil	31	13	12	.520

AT HOME

Henry Ford II, the old man's grandson, has taken over the presidency of the billion dollar outfit. Henry the Twiced is only 28 years old; and it is nice to know that anybody in this country has an equal chance at the big chips if he is careful enough to be born into the right family . . . Take our word for it, the world didn't end last Friday as that California sect predicted . . . Henry L. Stimson' is out as Secretary of War, and has been succeeded by Robert P. Patterson, long his assistant. Stimson was seventy-eight.

Chester Bowles, head of OPA, sees an economic crash if price controls are not kept . . . Take your last look at those bell-bottom pants. The Navy Department is designing a new uniform for the swabies, should get them through any emergency . . . Arthur W. Wallender has been sworn in as New York Police Commissioner, taking Valentine's place, who is heading that cops and robbers radio program . . . Want to buy a boat: The Normandy, former French luxury liner, was declared surplus property by the Navy.

Eric Johnston, president of the U.S. Chamber of Commerce, succeeds Will Hays as movie czar. Eric will keep movies free from sex and vice, for \$200,000 a year. Who said crime doesn't pay? . . . And 11,000 elevator operators are out on strike in New York City because the real estate operators wouldn't give them a \$2 a week raise. 2,018 office buildings are tied up, while the elevator pilots are trying to get \$30 a week.

The House Ways and Means Committee shelved, by a 14-12 vote, the emosculated unemployment compensation bill, giving the wave of strikes as an excuse . . . A Long Island, N. Y., widow, a political. church and civic leader, was arrested as a bookmaker. Probably too much time on her hands . . . There is no "conceivable defense" at present against the atomic bomb, say the men who directed the project for the U.S.

The Army cut the point requirements for discharge to 70, effective October 1st. It will fall to 60 on November 1st . . . Dean Acheson, acting Secretary of State lowered the boom on General MacArthur for saying that the occupation of Japan could be accomplished by 200,000 troops, less than half of the previous estimate. Acheson said that the occupation forces are the instrument of policy and do not make it . . . New York City Council voted to change the name of Sixth Avenue to the "Avenue of the Americas." Quite a mouth filler!

INTERNATIONAL

The Big Five are having quite a time in London, agreeing on nothing except that they'd rather be home. Russia keeps throwing bombshells into the conference. Having asked for a piece or two of Italian colonies, their latest request was for an Allied Council to rule Japan, after criticising our policy there. Meanwhile, Russia is keeping a tight fist on the Balkan countries, insisting that they are democracies and thus elegible for Allied recognition. We think differently.

All restrictions on fraternization with Germans have been removed. GIs may get married there, if they get military approval . . . "Lord Haw Haw," British traitor, has been sentenced to be hanged. He is appealing . . . Russia wants a six billion dollar loan from the U.S., and the boys are still batting it around . . . America will recognize the Hungarian regime . . . A military revolt against the profascist government of Argentina was put down. General Arturo Rawson, who led the Army in the 1943 revolution that led to the present dictatorship, was behind this one, too, and was arrested. He's no bargain, either.

Cantonal (county) elections in France indicate a definite leftward swing. With half of the results in, the others will be run-off this Sunday, show the Socialists are the largest gainers. Communists and other radical groups also gained . . . Russians maintain their grip on Warsaw's communication and reconstruction work. Incidentally, you better have some dough in your pocket if you are going there. Living costs will stand you about \$250 a day, with a room going for \$56 a day and one meal about \$60. A loaf of bread sells for \$3.

Japanese Kamikaze fliers were well rewarded for their job. They were jumped two grades in rank-after they were killed . . . Jap officials deny that Amelia Earhart, the woman flier lost on a trans-Pacific flight, is alive and a prisoner . . . Britain, U. S. and France pledge elections in Greece as soon as possible, possibly before the end of this year . . . Prosecution witnesses damning the Nazi terrorists who ran the concentration death camps.

.69

2.00

1.17

Hansen, William T. Melech, Paul

Wright, Esaw

Johnson, Gurden M. Jr

MORAN

TOWING CO.

ANACAPA

Robes, A.\$ 16.25

Mackay, Walter 5.34 Schulze, Anthny 13.03

ARANSAS PASS

Hunter, Lessel 41.08

BLACK ROCK



SS	GEORGE	WASHINGTON

Deudone, Jaaquin	.75	1
Rhino, Leonard	4.50	1
Williams, Ralph	4.50	
Cohen, L	2.00	
Banks, George	4.50	-
Chisholm, Horace	4.50	
Scarlett, Henry	4.50	1
Dickerson, Arthur	4.50	I
Williams, Robert	4.50	1
Bohlds, Thomas	4.50	(
Watson, Robert	.75	1
Spears, Earl	.75	S
Wallace, James	.75	S
Morel, Jose	.75	N
Hayes, Eugene	5.25	I
Centneo, Max	.75	F
Tate, Jim	.75	7
Williams, Clarence	.75	V
Sticher, John	.75	
Merkerson, Samuel	4.50	E
Stafford, Wallford	4.50	7
Hayes, Eugene	4.50	

Smalls, William 4.50

Seamen

-Unclaimed Wages— Alcoa Steamship Company, Inc.

Banks, George	.50	Robinson, James
Williams, Robert	3.67	Phipps, Randall
Haynes, John		Costa, Sylvester
White, Willie		Laidlow, Ancil
Goodwin, Archie		Harris, Eldon
Dickerson, Arthur		Hogge, Elbert
Stafford, Wallace	.67	Williamson, D
Smalls, Willie	1.08	Macho, D
Merkerson, Samuel	4.92	Laidlow, A
Dickerson, A	9.00	Macho, D
Powell, Irwin	4.50	Laidlow, A
Valsint, Maurice	4.50	Brinson, S
Williams, Robert	6.30	Fossett, George
Kyser, Bert H		Valler, Wilfred
Bliksvar, Alfred		Martin, James
Valler, Wilfred		Haynes, John
King, William		Orgeron, Wilfred
Smalls, William	.75	Walrath, Vincent
		Adams, Donald
		Take O

State Which Sent Out Ballot

7	Phipps, Randall	.75
	Costa, Sylvester	2.75
7	Laidlow, Ancil	1.80
7	Harris, Eldon	29.00
7	Hogge, Elbert	22.75
	Williamson, D	3.42
3	Macho, D	2.32
2	Laidlow, A	3.73
)	Macho, D.	4.92
)	Laidlow, A	8.98
)	Brinson, S	7.14
)	Fossett, George	6.75
3	Valler, Wilfred	6.77
)	Martin, James	6.92
5	Haynes, John	5.63
;	Orgeron, Wilfred	2.86
5	Walrath, Vincent	4.19
	Adams, Donald	6.08
	Jake, O	2.92
J	Jake, O	1.40
1	Zunigs, A	1.40
9	Watson, A.	1.40

Rembert, E.

Thornhill, G.

Layne, F. Hinds, C.

Henry, C.

Lopez, P.

Goskin, L.

Anderson, William

Russell, Walter

Schever, Albert

Russell, Walter

Schever, Albert

Russell, Walter

Schever, Albert

Pertiller, Lawrence

Amlaw, George

Bailen, Michael Hicks, George Rowe, Henry

Rhino, Lonard

Nicholson, Irving

Grice, Archie

Merkerson, Samuel

Ford, Gladstone

Miller, Edward

Matthews, William

Johnson, Samuel

Less, Anthony

Charles, Henry

Haynes, Abraham

Bartlett, William

Bailey, Benjamin

Lopez, Phillip

Pagan, Enrique

1.40

1.40

4.58

5.25

9.30

8.62

1.78

1.78

2.68

2.67

4.28

3.80

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5.32

6.42

,	Lewis, willie	2.00	J
5	Willie Lewis	2.88	
5	Hilley, Charles	9.01	
0	Hilley, Charles Hilley, Charles	4.67	
0	Hilley, Charles	42.43	
5	Lewis, Willie		- 1
2	Glover, Henry		
2	Lail, Alvin	2.88	
3	Rallo, Peter		1
2	Thorpe, Edward Jr	2.68	١
3	Kegel, Thomas	2.68	- 1
1	Lopez, Pedro	2.23	
5	Cortes, Miguel	2.23	
7	Botifoee, Frank	46.33	١
2	Williams, Douglas	46.15	l
3	Axson, James	45.82	١
3	Dozier, Alfonso	45.76	١
)	Hurst, B.	3.23	I
3	Axson, James	6.32	I
2	Cobb, Robert	.30	١
)	Hill, H. C	2.22	١
)	Kelli, John	6.38	ı
)	Ryskowich, Nicholas	2.75	١
)	Weber, William		I
)	Thompson, W		l
)	Cohen, Luis		I
)	SS WELLANDOC		ı
)			ŀ
)	Nettles, C. E		١
)			I
3	Nettles, C. E	8.70	١
}			ı
ì	Younge, E	2.15	l
)	Phillips, Arthur	73.89	l
	SS WILLIAM WIRT		l
	Moore, J. F	2.58	
	McKinney, W. H		ı
	Lee, William D	2.58	
	Jensen, Christian		
	Campoverda, Moses	10.40	
	Lopez, Juan	4.43	
	Graves, Richard	2.81	ì
	Peterson, George	28.20	1
	Cole, William J. Jr	12.62	
1	Zavodny, Ernest	23.66	
1		18.49	
1	Vickers, Chalmer Manz, Edmund W	26.13	1
	Barth, George A	10.05	
	Krawczyk, Joseph	8.41	
	Anderson, Lloyd L	8.81	
1			

Leibe, William

Anderson, Ernest C.

Roth, John J.

Field, Clayton N.

Gomes, Manoel

Wendorf, Carl W.

Volmer, John

Tranvik, Burton J.

Hughes, Royce B. Dennis, Thorton L.

Warkentin, John 9.

Chambers, Keith W.

Zavodny, Ernest

White, Timothy

Mosseller, Robert G.

Tranvik, Burton J.

Fisher, James H.

Graham, Bernard F.

Nelson, Marble E.

in New York.

PERSONALS

T. WILLMONTH, JR.

* * *

BERNARD E. PARKS

in the union hall in Mobile.

Stop in at headquarters office

9.44

3.69

3.37

5.73

1.78

1.78

1.78

.75 Lewis, Willie

BAYOU ST. JOHN Polla, J. P.33 Bailey, Samuel Mann, M. V. Buschka, M. E.76 Kress Joseph R. .38 .75 .37 .34

.30	Kress, Joseph R	183.17
	Nowell, Walter	8.55
2.22		
.38	BODIE ISLAND	
2.75	Brady, Francis J	40.30
.37	White, Charles C	
.34		
.55	BOONE ISLAND	
	Giles, Edgar M	.43
	Canten, Zeland	3.58
.43	Sexton, Dale	
.57	Priche, Max	3.28
.70		1.77.07
.70	BURNT ISLAND	
.15	Potvin, Leo	22.69
.89	Solomon, J. P	
	Jabin, John	4.74
	Sacks, Jack	2.37
.58	Centers, Charles	
.58	10-10-5	5.0.5
.58	FIRE ISLAND	
.98	Collins, Cornelius J	24.16
.40		
.43	GAY HEAD	
.81	Graham, John Muir	65.34
.20	Henrickson, Peter J	
.62	Marie Advantage to a resemble of the state of	
.66	GREAT ISAAC	
.49	Chanosky, Benjamin	38.17
.13	Clegg, Norman	
.10		1

Notice!

MERCHANT SEAMEN'S WAR BALLOT INFORMATION

State absentee ballots adressed to the following persons are being held at the War Ballot Office, War Shipping Administration, Room 902 at 39 Broadway.

New List Dated September 19, 1945

Algeo, Howard	Norristown, Pa
Baney, William F.	Newark, N. J
Berger, William G	Newark, N. J
Braham, Louis A	Jersey City, N. J
Busch, Harry	
· Campbell, Roderick	Trenton, N. J
Crawford, James M	
Danyi, Louis	
De Luca, Nicholas	
Donaldson, Wesley	Newark, N. J.
Feinstein, Abe	
Forcier, Mitchell J	Hackensack, N. J.
Forbes, Alfred W	
Craul, Albert J.	
Gregorek, Walter P	Jersey City, N. J.
Haines, Albert Jr.	
Happel, John E.	
Hash, Stanley	
Hemphill, Paul R.	
Kamper, Chistian	
Laine, Joseph A.	
Larsen, Walter	
Lemerond, Lawrence	
Link, Thomas W.	
MacCormack, Robert J.	Flizabeth N T
Macinta, Peter Paul	
Maletz, Henry J.	
Mathesius, Edwin R.	
Moore, William T.	
O'Connor, Leter B.	Worristown, N. J.
Ormsley, Thomas J	Newark, N. J.
Parks, Alan H.	Newark, N. J.
Reid, Theodore R	Newark, N. J.
Riedweg, Emil J	Portland, Oregon
Ross, John P.	Portland, Oregon
Ruszczyk, Anthony A.	New Brunswick, N. J.
Schuler, John C.	Jersey City, N. J.
Scott, Henry L	
Sharp, Joseph H	
Simpson, Arthur	
Smith, Charles W	Newark, N. J.
Smith, Gordon S	Newark, N. J.
Smynoff, Alexander	
Spencer, Harold E	Newark, N. J.
Stewart, James A	Camden, N. J.
Thompson, Edwin J	Jersey City, N. J.
Thompson, John R	Newark, N. J.
Thornes, Erling	Toms River, N. J.
Tingle, John W	Cape May Court House, N. J.
Zullinger, Robert D	New Brunswick, N. J.

SIU HALLS

Chew, Samuel 19.19

NEW YORK51 Beaver St.
BOSTON330 Atlantic Ave.
BALTIMORE14 North Gay St.
PHILADELPHIA 6 North 6th St.
NORFOLK 25 Commercial Pl.
NEW ORLEANS339 Chartres St.
SAVANNAH 220 East Bay St.
MOBILE 7 St. Michael St.
SAN JUAN, P. R45 Ponce de Leon
GALVESTON 3051/2 22nd St.
RICHMOND, Calif 257 5th St.
SAN FRANCISCO 59 Clay &c.
SEATTLE 86 Seneca St.
PORTLAND111 W. Burnside St.
WILMINGTON440 Avalon Blvd.
HONOLULU16 Merchant St.
BUFFALO10 Exchange St.
CHICAGO24 W. Superior Ave.
SO. CHICAGO, 9137 So. Houston Ave.
CLEVELAND 1014 E. St. Clair St.
DETROIT1038 Third St.
DULUTH531 W. Michigan St.
VICTORIA, B. C 602 Boughton St.
VANCOUVER144 W. Hastings St.
TAMPA842 Zack St.
JACKSONVILLE920 Main St.

BOSTON330 Atlantic Ave.
BALTIMORE14 North Gay St.
PHILADELPHIA6 North 6th St.
NORFOLK25 Commercial Pl.
NEW ORLEANS339 Chartres St.
SAVANNAH 220 East Bay St.
MOBILE 7 St. Michael St.
SAN JUAN, P. R45 Ponce de Leon
GALVESTON3051/2 22nd St.
RICHMOND, Calif 257 5th St.
SAN FRANCISCO 59 Clay &
SEATTLE 86 Seneca St.
PORTLAND111 W. Burnside St.
WILMINGTON440 Avalon Blvd.
HONOLULU16 Merchant St.
BUFFALO10 Exchange St.
CHICAGO24 W. Superior Ave.
SO. CHICAGO, 9137 So. Houston Ave.
CLEVELAND 1014 E. St. Clair St.
DETROIT1038 Third St.
DULUTH531 W. Michigan St.
VICTORIA, B. C 602 Boughton St.
VANCOUVER144 W. Hastings St.
TAMPA842 Zack St.
JACKSONVILLE 920 Main St

2.23 hall. * * *

6.68 ing monkeys has been settled in

2.23 your favor. 500 hours is due you.

2.23 Get in touch with the Baltimore

MONEY DUE

JERRY J. PALMER

Your overtime claim for feed-

1.78 SS WALTER RANGER 1.78 The three OS who paid off in 1.78 Boston have overtime coming. 1.78 Collect at Eastern SS Co., 40 1.78 Central Ave., Boston, Mass.

\$ \$ \$ SS MAYO BROTHERS

Paid off in Boston, August 25th. The men who handled ammunition have differential coming. Contact Capt. Perkins at Waterman, 19 Rector St., New York.

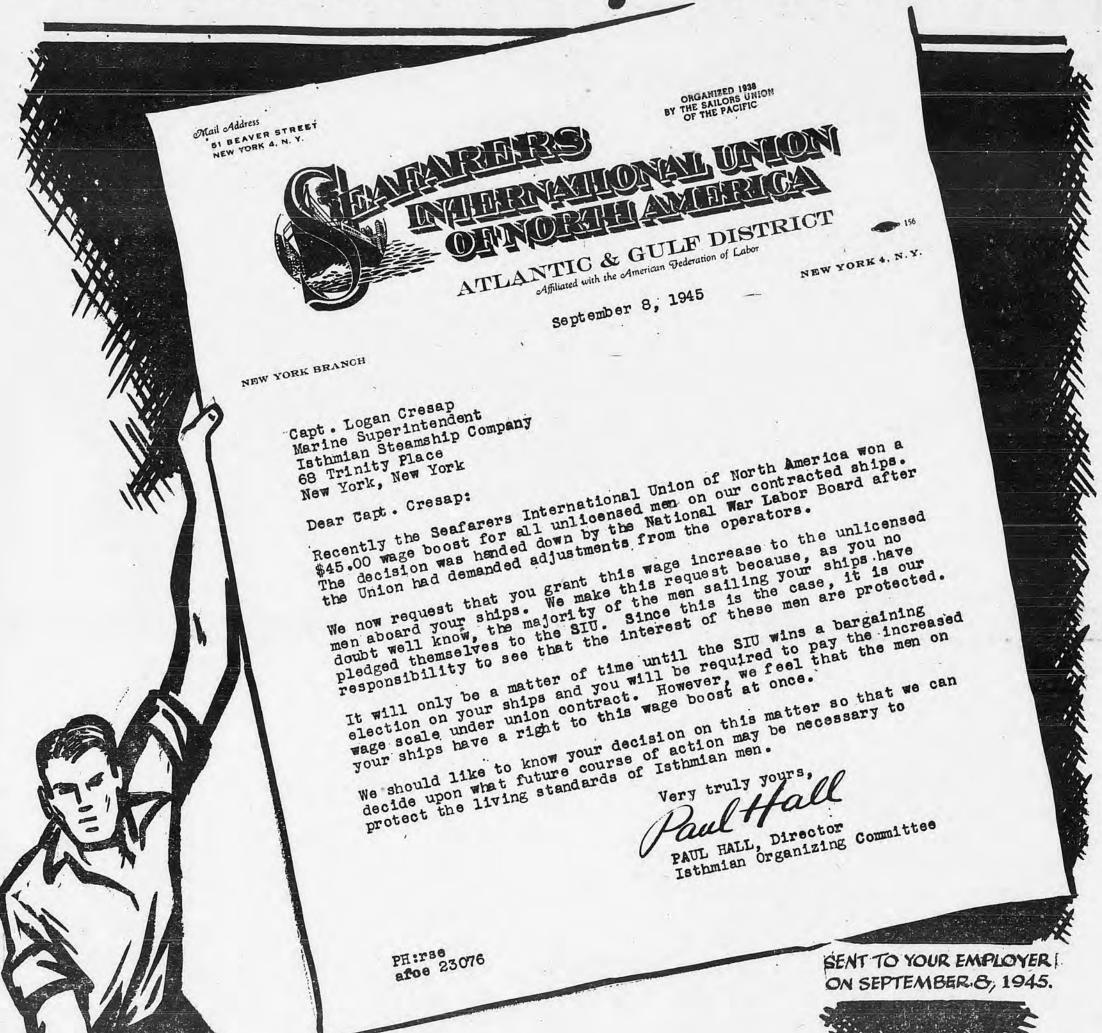
1 1 1 SS JEROME K. JONES

Gerald E. Weaver has 31 hrs. overtime due. Write or call at South Atlantic in Savannah, Georgia.

* * * SS LA FOLLETTE

Your papers lost aboard the Peter Vlahos has 36 hours due. Colabee have been found and are Collect at Mississippi Shipping Co.

ISIHMIAN MEN SEAFARERS GOES TO BAT FOR YOU!



WE MEAN BUSINESS!

CLIMB ABOARD AND HELP BRING SIU CONDITIONS TO ISTHMIAN!!