



SEAFARERS LOG

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



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No. 19

ITF Workers Help Topple Mussolini

(ITF)—The dissolution of the Italian fascist regime and the break-up of the totalitarian party organs which for so long ruled the Italian people through terror and oppression, are decisively hastened by the transport workers unions of Great Britain and other Allied nations with headquarters in England, the American office of the International Transport Workers' Federation announced today after receipt of authoritative information from ITF headquarters in England.

Calling upon the Italian railwaymen and other transport workers to prevent the flight of German forces in Italy, the Allied transport labor organizations issued a radio appeal to their former Italian fellow workers "to hasten the peace by sabotaging railways and other transport means at the command of the Germans."

"In this manner," the appeal said, "the departure of German soldiers and officials from your homeland will be prevented and German troops will be held back until the Allied armies can seek them out and destroy them. Now that the time has come, it is you who must paralyze their movements and take their food supplies and other means as they have taken yours."

SABOTAGE OF ELECTRIC RAILWAYS

The Allies transport workers organizations laid stress upon the importance which the two coastal railways running the entire length of the country and the electrified lines of Northern Italy possess for the escape of the German forces. Sabotage of these vital lines and destruction of their power stations will seal the fate of the Germans remaining in Italy as well as prevent sending reinforcements from other parts of occupied Europe.

UNION REORGANIZATION UNDER WAY

The extent to which the fascist system has disintegrated in recent months and particularly since the defeat of the Axis powers in North Africa is shown in underground reports from Italy which reached the ITF offices shortly before the downfall of the dictator.

In practically all industries and factories groups of anti-fascist workers are active, who are organized in cells carrying on the tradition of the former trade unions and other labor institutions crushed by Mussolini. "It is through their work that the workers are taught how the shortage of manpower and the military situation can be exploited to enforce everyday de-

(Continued on Page 4)

Anti-Strike Bill Invoked For Miners

PITTSBURGH—July 26 — A Federal Grand Jury investigating recent unauthorized strikes in the soft coal fields of southwestern Pennsylvania yesterday indicted 30 persons, charging conspiracy to prevent production of coal in violation of the law.

The prosecutions were the first since enactment of the Connally-Smith Anti-Strike Law on June 25.

The indictments charged defendants specifically with "combining, conspiring and confederating together to interfere by strike and other interruptions with the operations" of mines operated by the Government.

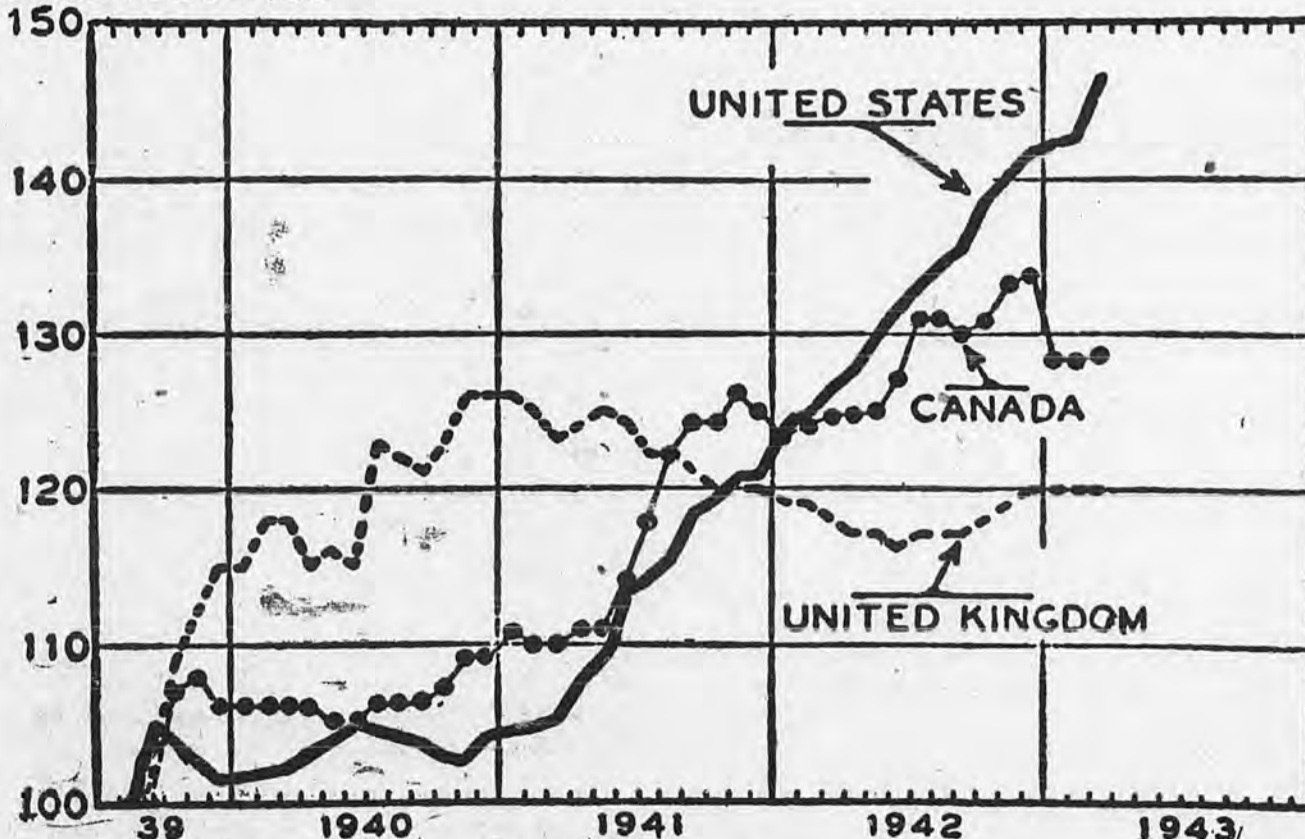
The indictment said those named "well knew" that the mines were in possession of the United States and that continuous operation was necessary "for successful prosecution of the war."

Of the 30 persons indicated, five were presidents of local unions of the United Mine Workers, one a local ex-president, one a local vice president, one a checkweighman, 10 local committeemen and one local recording secretary. Others were members.

Bench warrants were ordered for arrest of the defendants by Federal Judge F. P. Schoonmaker and bond was fixed at \$1,000 each. Conviction on the charges would make the defendants liable to fines up to \$5,000 or sentences up to a year in jail.

Keep In Touch With Your Local Draft Board.

AUG. 1939=100



Retail Food Prices

War Labor Board Set Straight On 'New England' Provocations

Last week the LOG reported in detail the plot of the New England line to foment a strike among the SIU crews and thus jeopardize our case before the Regional War Labor Board. We can report that from all indications the shipowner completely failed to realize his objectives.

To begin with, prompt action on the part of the union got the men back to work

Seamen And Their Struggle Against Exploitation And Government Repressions

By Matthew Dushane

There are several thousand men coming into the maritime industry who have no conception of the struggles that the men in the industry have fought for in the past, to gain the conditions that they are enjoying today. I am going to outline some of the legislative measures that were accom-

plished by the world's outstanding leader of the seamen, Andrew Furuseth, and the American Federation of Labor. In order to appreciate the conditions that the seamen now enjoy they should know the history of conditions that existed in the past.

The late Andrew Furuseth was the first legislative representative of the American Federation of labor, he served in this capacity from 1895 to 1902. He was also Secretary Treasurer of the Sailors Union of the Pacific, and President of the International Seamen's Union.

1881—Agitation for laws of benefit to seamen began by the AFL indorsement of a bill "For better regulation of the Merchant Marine Service both on international waters and in inter-oceanic commerce and the protection of life and property on vessels." The AFL indorsed demands of seamen that number of sailors should be regulated by the tonnage of the vessel; re-

quiring sanitary inspection to prevent sacrifice of human life; repeal of law permitting U. S. Marshals to charge a fee of \$15 for executing a libel for wages on a vessel; to prevent discharge and laying off of crews in foreign ports and to inspect all sailing as well as steam vessels.

1882—Secure defeat of federal bill designed to forbid seamen joining a union for mutual protection and made it a conspiracy and mutiny punishable by heavy fines and imprisonment.

1883—Called attention to legislative tyranny in proposing to make all combinations of seamen punishable for mutiny and conspiracy.

1884—Demanded passage of bill for protection of seamen.

1887 — Demanded legislation providing that coal vessels in costwise trade shall each have a master instead of one for ten vessels.

1889 — Urged International

(Continued on Page 4)

and prevented any extended tie-up of the ships. The crews were fully informed as to the status of their beef before the WLB and as to the shipowner maneuver in creating a strike situation.

Moreover, the full story of the shipowner move was spread by the union before all members of the Regional War Labor Board, as well as before William Davis, Chairman of the National War Labor Board, and Madam Perkins, Secretary of Labor. The union has requested that the WLB make a thorough investigation into the real causes of the strike and the strange actions of Mr. Mullen.

At this point it appears that the union's counter-offensive against the shipowner's provocation has had some measure of success, and the case before the WLB has not been jeopardized.

Should the Board hand down a decision upon the merits of the case, the New England men can be assured of a pay raise. The shipowner was unable to conceal the fact that the New England scale of wages is substandard by all fair measurement.

So that the public may be informed on the comparative wage scales, we reprint below one of the exhibits submitted to the Board by the union.

This chart shows that New England pay is far below wages paid by other employers for like work.

(Continued on Page 4)

Strike Vote Taken By Rail Unions

WASHINGTON—After having their wage demands shuffled around by various government agencies for almost a year, leaders of fifteen cooperating railway unions will meet here this week to set the date for issuing strike ballots to 1,250,000 railway workers.

The ballots will serve notice on the government that the unions finally mean business and demand an end to delays in approving an emergency board award of an increase of 8 cents an hour handed down last May. This award was sabotaged by Director of Economic Stabilization, Fred M. Vinson. Efforts of the unions to win over Vinson have been unavailing, and President Roosevelt has shown no disposition to over-ride Vinson's veto of the wage award.

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REPORT ON WASHINGTON

BY MATTHEW DUSHANE

MARITIME

WAR EMERGENCY BOARD

J. Volpin, SIU Patrolman, N. Y.: The Board has ruled that there was an enemy attack and the crew of the Panama City is entitled to an attack bonus of \$125.00.

The Board is waiting for further information from the companies on the following vessels: SS Bayou Chico; SS Elephalet Nott; SS George Gale.

MARITIME TRAINING SERVICE

Has agreed to use the facilities of the NMU for the upgrading of OS to AB's. In the Pilot they tried to convey the idea that all OS who wanted to be upgraded would have to go to the NMU hall in New York and use the facilities of the NMU.

The MTS has another school in New York for this purpose, and my advice is for all members of the SIU who have enough time in, to take the opportunity offered by the MTS, and attend their school so that they can be upgraded to AB.

Mr. Telfair Knight, director of the training program has sent me a letter on this matter which I'll quote:

Mr. M. Dushane
424-5th St., N.W.
Washington, D. C.

Dear Mr. Dushane,

In response to your telephone conversation I wish to advise you that the training organiza-

tion maintains an upgrading school for raise in grade from ordinary seaman to able seaman at Pier 73, East River, New York City. This is located at the foot of 25th Street. At this school we have facilities for giving all the necessary instructions, including lifeboat work. This school is open to any seaman who is qualified by necessary sea time to be upgraded to the rank of able seaman.

The course of training covers a period from one to two weeks, which ever is necessary to qualify seamen who have had nine months sea experience in the deck department, and a period of one month for those who have had experience in the engine department. While in training the men are paid at the rate of \$66 per month and receive \$3 per day for quarters and subsistence, which they supply themselves. The school is a day school and does not operate at

night, nor are the men quartered at the school.

We would like very much to enlist your aid in sending qualified men to the school for upgrading because, as you know, we are very much in need of able seamen both to man the new ships and to replace seamen with fourteen month's experience who go to our officers' schools to qualify themselves for officers' licenses. Applicants may apply for enrollment either at our enrolling office at room 101-45 Broadway, or at Pier 73. We are sending you herewith 100 copies of our upgrading circular and will be glad to supply you with as many more as you can use to advantage.

Very truly yours
TELFAIR KNIGHT,
Assistant Deputy
Administrator
for Training

NMU's Check-Off Move Engineered By Leaders Fearful Of Rank & File

Under cover of radical demands, the NMU Communist schemers in control of the Union seek to establish the Checkoff of Union dues—a demand which they have reason to believe they can get. And this is their real objective.

Only extreme weakness and fear on the part of these corrupt politicians who seek to stabilize their rule and continuance of their policies can explain their inauguration of the checkoff. Once established, these corrupt leaders will throw overboard all demands of the members in return for the preservation of the checkoff system. The NMU will be owned and controlled body and soul by the American Steamship Owners Association and the President and Officers of the NMU will be servants to Frank Taylor, President of the AMMI—in other words, instead of a simple Company Union the NMU will become an adjunct and auxiliary of the employers. It will have ceased to have a free and independent existence, and will represent the employers Association.

That is the meaning of the Communist demand that the Shipowners grant the checkoff in the coming contract negotiations this Sept. 31st. Messrs. Curran, Myers, Stein and Company, under orders of the Party, are attempting to creep in bed with the shipowners, under the same blanket with Taylor, the ex-Tammany politician. Well, they are also creeping into bed with Boss Hague of Jersey City.

The NMU leadership will then be "stabilized" by the shipowners through the checkoff of wages taken from the pay of the victims of the super CP confi-

dence game. The only ones who will be unstabilized will be the victims. The NMU "officials" as Communist political parasites will lean back and collect the "gravy" from the suckers without leaving their chairs. Even patrolmen and service to the ships will be knocked off for the price they must pay for the winning of the checkoff to bolster their tottering regime must be—no beefs—no demands—no nothing. With the dues collected by the Bosses, life will be rosy for the Communist super racketeers.

Sold down the river, by the super knaves
Sold to the Bosses, NMU
Checkoff slaves
Sing a Song of Dollars while you wonder why
Curran talks of Liberty. Can it be a Lie?
—Top-An'-Lift

Personals

WILLIAM E. HUTCHINSON & JAMES VANADEER
Get in touch with Attorney Richard M. Cantor at once. He is at 51 Chambers Street, New York City.

Bosun and crew of S.S. Alcoa Pilot should contact Richard Cantor regarding the accident to Samuel Renna on March 24, 1943.

JORGES TORRES RENTAS
Your union book has been found. Pick it up at the office of the Secretary-Treasurer in New York City.

ALFRED T. HARTELL
Your papers have been found and are now at the Custom House Post Office in New York City.

This Is a Guide to Free Speech In Proper Conduct of a Meeting

Motion	Rank (1)	May interrupt speaker	Second required	Debatable	Amendable	Vote required	May be reconsidered
Adjourn	1	No	Yes	No	No	Majority	No
Adopt report (treated as main motion)	12	No	Yes	Yes	Yes	Majority	Yes
Amend motion	10	No	Yes	Yes	Yes	Majority	Yes
Close nominations	12	No	Yes	No	Yes	Two-thirds	Yes
Information, request for	(2)	Yes	No	No	No	None	No
Limit or extend debate	7	No	Yes	Yes	Yes	Two-thirds	Yes
Main motion	12	No	Yes	Yes	Yes	Majority	Yes
Order of business, call for	4	Yes	No	No	No	None	No
Parliamentary inquiry	(2)	Yes	No	No	No	None	No
Point of order	(2)	Yes	No	No	No	None	No
Postpone definitely	8	No	Yes	Yes	Yes	Majority	Yes
Postpone indefinitely	11	No	Yes	Yes	No	Majority	Yes
Privilege, question of	3	Yes	No	No	No	None	No
Question, previous	6	No	Yes	No	No	Two-thirds	Yes
Ratify action taken (treated as main motion)	12	No	Yes	Yes	Yes	Majority	Yes
Recess	2	No	Yes	Yes	Yes	Majority	No
Reconsider (treated as main motion)	12	Yes	Yes	Yes	No	Majority	No
Refer or commit motion (to committee)	9	No	Yes	Yes	Yes	Majority	Yes
Rescind (treated as main motion)	12	No	Yes	Yes	Yes	Two-thirds	Yes
Substitute motion (see amend)							
Suspend rules	(2)	No	Yes	No	No	Two-thirds	No
Table motion	5	No	Yes	No	No	Majority	No
Withdraw motion	(2)	No	No	No	No	Majority	Yes

1 Numbers indicate precedence of motions, i. e., 1 first, 12 last. Example: a main motion (12) has been made and seconded with time open for discussions, whereupon the motion is amended (10) and seconded. The amendment must be voted upon first.

2 No Rank. These motions, which can be quickly disposed of, are usually incidental to a pending motion and generally involve matters of convenience or requests for information.

WHAT'S DOING

Around the Ports

NEW ORLEANS

Things are still bouncing around here, most and biggest squawk of the week is the men that are so busy that they can't study the shipping rules.

Just received notice of two men that were torpedoed aboard a squarehead ship last year, picked up after six days in an open boat they were taken to Trinidad by the rescuing vessel (an American) then were brought by transport to New Orleans. These men could not speak English, they claim to be Portuguese citizens riding a Swedish ship under English charter at the time of the sinking. As a reward, these two men were placed in the federal detention here, then when this place was taken over by the Coast Guard they were transferred to the Parish Prison.

Neither of these two men have any criminal record so far as can be ascertained, their one and only crime is that they were seamen and they were allowed out of the prison when a certain small Canadian ship was short handed. Now that they are being replaced by a crew which is sent from the ship's home port, they are due once again to re-take their abode in the Parish Prison, to stay 'till such time as Mr. Shipowner can again use them to fill out some ship. This might be all right from the outlook of the operator, but from my way of looking at the question it seems to me that either the men's own Counsel or the English shipowner who is responsible for these men's predicament should be forced to take care of them at company's expense. Why should this country's facilities be used in such an unfair manner.

These men are asking nothing that could not be taken care of very easy, all they want is to get a ship which is heading in the general direction of their homes; England, India, Africa or even Australia. Here are men being held prisoners who got in this port because they were helping us out.

Think we should publicize this and shame those responsible in-to at least getting these men started home.

ARMY, Agent

TAMPA

Have been doing quite a bit of shipping in this part of the South for the past week, it seems like old times to be busy again.

A number of the Tampa boys that have been gone for nine months or more are returning to the land of sunshine and orange trees so that they may indulge in their favorite past time, namely taking their siesta and servasa in the shade of the palm trees.

One of the boys that had made a trip as an Ordinary seaman for almost nine months was refused an AB certificate by the inspector. So I called the RMO and tried to get them to help

him and they told me that he would have to go to St. Petersburg to the fink school for three months before he would be eligible for an AB certificate. Now if that isn't the pay off. I told them that this lad had learned more about seamanship in the past eight months and some few days that he would ever learn in that school in ten years, so by George they stated that I was right. Seems to me that there is something dead in Denmark when they make that kind of statement.

Am expecting Bro. Biggs over here this week to set up some four hundred of them in St. Petersburg. Those men seem to be very anxious to affiliate with the SIU. We have about four hundred of them in St. Pete that have already lined up or rather will join as soon as Biggs gets over here. There are about twelve thousand commercial fishermen here on the West Coast of Florida, and I am sure that they will join up with the help of some of the International organizers; it will take some one that knows something about fishing and organizing, and I believe that we have them in our own ranks.

That many men in the SIU will be a big boost to the AFL. Some fly-by-night tried to organize them but was a complete failure.

One of our brothers died in Havana this past week, Bro. James Walter Smith, and his body was returned to the States for burial.

Six of the AB's from the Pan Orleans acted as Pall-bearers as he was Boatswain on there. The officers and crew sent a very nice wreath, also the officers and crew from the SS Steel Motor and the SIU hall sent wreaths. He was a good union man and shipmate and we wish him a happy voyage. We also, as union brothers, extend our sympathy and condolences to his family.

D. L. PARKER, Agent

PHILADELPHIA

Well, here we go again doing business at the same old place and as usual, things are somewhat slack around here. Only one ship in port and that tub came from Baltimore.

Here is some information that may aid the union in having rated men discharged from the Armed Forces so that they may sail again: Frank Grief, Book No. 642 has shipped on the SS Banvard. This Brother was in the U. S. Army for about two years, and he has been doing everything to get his release so that he could sail again. Brother Joseph Flannagan and yours truly both wrote the customary letter to him, stating that there was an acute shortage of Able Bodied Seamen, and had the said letters notarized. We also had a letter from the Bull Line, but none of this, according to Brother Grief, did him any good, as he was a Technical Sergeant on an Army Mine Sweeper. However on January 29th, 1943,

Frank Grief wrote the following letter which received favorable attention:

January 29, 1943

Subject: Discharge from the Army of the United States for the purpose of Rejoining the Merchant Marine. To: Commanding Officer, Fort Story Virginia.

1. I hereby submit for your consideration a request for discharge from the Army of the United States for the purpose of rejoining the Merchant Marine, and base such request on the following facts:

- That by trade I am a merchant marine seaman.
- That I was drafted into the army from the merchant marine.
- That a shortage of merchant seaman has occurred with a resultant impairment in the transportation of overseas supplies.
- That I feel I could be of greater service to the war effort in my civilian than in my present military capacity.
- That I am not trying to evade my duty to my country, but am firmly convinced that it is my patriotic duty to be of the most service in an essential occupation where there is such a need for men of my training and experience.

Respectfully submitted,
FRANK A. GRIEF

George Karpetos, our only Greek in the branch at the present time, came in late Monday night and did not make the Auditing Committee, so after so much profuse apologizing back and forth, George has threatened that if he is ever left off of a future Auditing Committee, that he will become very very peeved and ship out on a Bull line scow.

Some of the boys, including Casey Jones, took a trip over to New York with the intention to ship out, but upon entering the hall on the 6th floor and seeing all the wild men on the beach, they got a trifle jittery and left. So they decided to eat and upon ordering scrapple, their favorite native Philadelphia dish, they were informed that according to the laws of the State of New York restaurants were only allowed to serve scrapple to the dogs. Well, this was too much for the boys, and when the agent opened the hall the next day, low and behold there was Casey and his gang back on the beach to haunt him again, thoroughly disgusted with their first trip to the big city.

Brother Gillis, our temporary dispatcher, was accosted by one of the Winos for a four bit touch, and he immediately broke out his pay slip and stated that the agent had already cut him out of 20% and on top of that he was nicked 35c for social security, and the bartender and his wife and children of his private tap room were looking forward to his continued support, also the Professor at the Barber College was looking for a cut in

Pegler Is Denounced
As Foe Of All Seamen

The happiest people in the world are those who touch life at the greatest number of places and points, and see life as it is lived in the different cities inland and in all ports of the whole universe. Who but the merchant seaman can truthfully state the above. He has seen everything that was to be seen from the slums of Cairo, Hong Kong, Shanghai to the living palaces on the Rue de La Pais in Paris, France, in their hey-day, yet some of the columnists and commentators, yes even some of the people ashore have developed the idea (probably brought on by the hysteria of war) that merchant seaman are not capable of taking care of themselves. The writer can name quite a few instances when he, along with other merchant seamen, had to take care of themselves or perish. I speak of the well-known labor hating Westbrook Pegler. He has practically suggested that we be regimented now and soon, and though he does not come right out with it, he tries to impress upon his public (Big business men and cock-roach hangers-on) that we do not deserve the credit that we are getting. We are human, and may I go so far as to avidly state, that we are also humane and patriotic. Many and many more seamen now donate to some form of charity, and when it comes to war bonds to help win this war, the seamen average putting about one third of their pay into same. This can be proven by statistics.

Hell, yes, the seaman gets a lot of happiness out of life (ashore), but Mr. Pegler, have you ever sat down and figured out the days, nights, weeks and months that a seaman spends at sea? Sometimes sailing the ships that will ultimately bring us victory, or quite a bit of the time floating around in life boats, rafts and probably just floating around in the cold waters of the seven seas. To be sure, you would not care to write anything that would help the morale of we merchant guys. We do not blame the press, or their workers, namely: Reporters, Columnists (You are excluded from that) and Editors, but we do blame certain people

on his weekly stipend. And with the seventy-five cents that he had left he was going to by defense stamps.

HARRY COLLINS, Agent

SAVANNAH

Nothing much to report from this port for this week. Some of the old-timers have been drifting in here the last couple of weeks from New York and Baltimore for a little vacation before shipping out again. It's good to see so many of the old faces around the hall once again. Am expecting a new Liberty ship for South Atlantic out around the 4th or 6th of August. Have a few men registered here on the shipping list but expect I will be needing more men with ratings in all departments to get a crew for her.

CHARLES WAID, Agent

like you for trying to sell the real people of this grand and glorious country a lousy bill of goods about how radical the seamen are. We have abided by the no strike agreement and can you name many more that have abided by same? No you wouldn't Mr. Pegler.

Who have been the real ambassadors of good will to most foreign countries? Why, certainly I mean the merchant seaman. Who kept the U. S. merchant marine fleet floating when things were tough and we had to fight the shipowners and their stooges and coffee-anders to get living conditions, wages and security for our loved ones ashore? No one but the merchant seaman. Your column did not even have a kind word for us in those days, so why in hell should we ask any favors of you now, Mr. Pegler? Who is now seeing that all the necessary food and implements of fighting for our armed forces are getting overseas and in great numbers also? Who and how many are losing their lives in this great cause? You can answer all of this Mr. Pegler. Certainly, we know that you get the Seafarers Log and many other union papers, and then try to dig some dirt out of them. And when you read this article, if you do, then I am not apologizing for anything that I have written, for you know that it is the truth.

You have tried many foul tactics to hurt the seaman such as: The seaman refused to man the guns, they became drunk and refused to work and the seaman want to take over the gun crews, and many others, and so help me, everything has been proven false. Can you deny that, Mr. Pegler?

In conclusion, the writer wishes to state that you and your stooges cannot hurt us, as other well known columnists have come to our aid and have done their best to right a wrong perpetuated by you and your assistants — namely, the labor haters.

DAVID C. JONES

MONEY DUE

The following men have money coming from Smith & Johnson, 80 Broad Street, New York City: BELLAH, BIERMANN, BILDE, BLAME, CAFREY, ENGER, FAIRCLOTH, FALLONE, GATELY, HILL, MACE, RUNGE, RUTKOWSKI, SIVCO, WEINBERG.

Crew of S.S. Frielinghausen have transportation money due providing they call for it within 15 days at the Mobile office of the Waterman Steamship Company.

Chew which made the last trip on the S.S. Robert Hunter has coming the difference in transportation from Wilmington to Savannah. Collect Bull Line, New York City.

Crew which made the last trip on the S.S. Panama City have \$125 attack bonus coming. Collect Waterman Line, 19 Rec-tor Street, New York City.

War Labor Board Set Straight

(Continued from Page 1)

SUBMITTED BY

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR

National War Labor Board and
National War Labor Board I
In the matter of
New England Steamship Company
and
Seafarers International Union
of North America, A. F. of L.

National War Labor Board Case No. 956
National War Labor Board I Case No. 3946—CS-D

The following chart shows the scale of wages as paid in the Great Lakes District and by the New England Steamship Company as compared with those paid by the War Department to the U. S. Army Engineer civilian employees on dredges, tow boats and various other types of small craft. These boats operate in the harbors of Boston, Providence, R. I., New Bedford, Mass., New York, Philadelphia and most of the other important harbors in the country.

These employees of the Army Engineers, in addition to the pay shown on the chart, receive subsistence and quarters allowances which amount to \$372.00 per year. They also receive an annual vacation of 26 days with pay and subsistence and quarters allowance. They are also allowed 15 days sick leave annually which is cumulative.

July 13, 1943

		(Great Lake)		(U. S. Army Engineers)		(New England S.S. Co)	
		A	B	C	D	E	
Span of Work Hours		56 in 56	40 in 48	48 in 48	56 in 56	56 in 56	
Able Seaman (30.32)''	Year	2136.00	1308.00	1671.87	2057.04	1270.32	
	Month	178.00	109.00	139.32	171.42	105.86	
	Week	41.07	25.15	32.15	39.59	24.43	
	Day	5.84	5.04	5.36	5.68	3.49	
	Hour	.73	.63	.67	.71	.44	
	Overtime	.95	.00	.87*	.95-	.80	
Span of Work Hours		56 in 56	40 in 48	48 in 48	56 in 56	56 in 56	
Oiler (31.40)''	Year	2116.00	1368.00	1744.80	2165.80	1405.76	
	Month	178.00	114.00	145.40	180.48	117.15	
	Week	41.07	26.31	33.57	41.65	27.03	
	Day	5.87	5.27	5.58	5.97	3.86	
	Hour	.73	.66	.70	.75	.49	
	Overtime	.95	.00	.91*	1.01-	.80	
Span of Work Hours		56 in 84	40 in 48	48 in 48	56 in 56	63 in 84	
First Cook (37.90)''	Year	2676.00	1728.00	2182.80	2698.20	1678.00	
	Month	223.00	144.00	181.90	224.85	139.83	
	Week	51.46	33.23	41.97	51.93	32.27	
	Day	7.35	6.65	7.00	7.42	4.61	
	Hour	.92	.83	.88	.93	.51	
	Overtime	.95	.00	1.09*	1.24-	.80	
Span of Work Hours		46 in 84	40 in 48	48 in 48	56 in 56	63 in 84	
Porter (23.82)''	Year	1656.00	948.00	1233.84	1504.68	960.12	
	Month	138.00	79.00	102.82	125.39	80.01	
	Week	31.84	18.23	23.72	28.96	18.47	
	Day	4.55	3.65	3.95	4.14	2.64	
	Hour	.57	.46	.49	.52	.29	
	Overtime	.95	.00	.68	.68	.80	

(") Represents difference between monthly rate found in column B and C. These are government figures. Monthly rate in column B is computed after this amount has been deducted from monthly rate in column C.

(*) Overtime rate of pay for the first eight hours worked after the straight time of 40 hours.

(-) Overtime rate of pay for the first eight hours worked after the straight time of 48 hours.

Incentive To Disloyalty

--- An Editorial ---

All America rejoiced over the capitulation of Mussolini except Wall Street.

The news of the downfall of Italy's dictator "was construed in financial quarters as another broad step toward victory," says an Associated Press dispatch, and as a result stocks dropped from \$1 to \$5 a share.

This is a curious phenomenon.

If good news from the war fronts is bad news for Wall Street there can be only one reason—fear of losing fat war profits. Since war industries are working almost entirely for the Government, these inflated profits are being made at the expense of the people of the United States. We submit that it is up to Congress to remove this incentive to disloyalty from the pockets of the speculators and profiteers.

—American Federation of Labor

Honor Roll

S S A. BURKE	47.00
D. L. SEWELL	30.00
W. BRANDBOKE	20.00
M. J. NEGRETTI	16.00
C. A. GÄMEL	16.00
A. L. HERBERT	16.00
W. E. DENSMORE	16.00
F. WILLINGHAM	16.00
S S BANARD	11.00
S S UNICO	11.00
J. MEDDAUGH	10.00
S S LOUIS JOLIET	8.29
NORFOLK	8.10
C. BAILEY	8.00
O. KARLBURN	5.00
J. P. HART	4.00
G. LAVDOR	4.00
E. BANRS	4.00
TOTAL	\$246.39

Seamen And Their Struggle

(Continued from Page 1)

Marine Conference to adopt an "International Load Line" to prevent the nefarious practice of overloading and carrying upper deck cargoes, sending rotten vessels to sea and compelling sailors to live in fore-castle berths that are unsanitary.

1891—Urged laws making vessel liable to damage suits for extreme cruelty and inhuman brutality of officers; condemned injurious law known as "The Shipment of Crews in the Coastwise Trade;" protested against subsidy to a steamship company until it complies with provisions of the Marine Subsidy Bill.

1892—Demanded inclusion of seamen in alien contract law; favored abolition of advancing wages to seamen, which would stop "Crimping System."

1893—Protested against sailors in the foreign trade being given insufficient food, some worse than prison fare, making scurvy more prevalent in American ships, imprisonment for seamen who leave an American ship in an American port means involuntary servitude, and is contrary to the U. S. Constitution and to human right.

1894—Requested John Burns, in his tour of the U. S., to tell of the condition of the seamen and the necessity for immediate action by Congress. Two delegates were sent to Washington to look after seamen's bills.

1895—Seamen's Bill became law but did not give all relief desired. Denounced proposed amendment to shipping act of 1895 permitting allotment to original creditor, and that seamen shall forfeit their clothing for non fulfillment of any contract to work on a vessel of the U. S. which would make them the helpless victims of the crimps. Anti-crimp law enacted and proved a blessing to seamen.

1896—Urged enactment of a law prohibiting undermanning of vessels on the Great Lakes. If it continues the Great Lakes will be prevented from supplying competent seamen for our Navy in case of emergency.

1898—Declared that while seamen appreciated the law enacted by the last Congress, they still wanted that most dear of all human rights—Liberty, to ownership of their own bodies, and should be granted full personal freedom and full protection of the wages signed for. Also declared new law still contained provisions to imprison for violation of contract and the old evil, the allotment to creditors. While in session the convention received a telegram that the seamen's bill had passed both houses, but that the amendment striking out the imprisonment clause had been lost. The convention declared; "While it is a good step in the right direction, it does not give to seamen that full freedom to quit work at will and move freely from place to place which is the inalienable natural right of man, and without which freedom loses its meaning and becomes an empty phrase; and we therefore desire to reiterate the position taken by previous conventions, that under our flag no man, be he seaman, a mechanic, or a farm laborer, either on the mainland, in Hawaii or in any other possession of the United States, shall be by contract or

ITF Workers Help Topple Mussolini

(Continued from Page 1)

mands and to gather these demands and actions into a movement directed against the entire fascist regime. Milan, Turin and Naples are the centers of labor resistance. Secret meetings of the leadership of the underground movement in Milan are attended by delegates from other towns and districts."

FASCIST COUNTERSTEPS INEFFECTIVE

A number of strikes helped to focus the attention of the workers as yet passive, on the growing power of the revived trade union groups. Strikes took place in Milan, Turin, Naples, Trieste, and the mining districts of Istria. Circulation of underground literature and papers grew enormously. Acts of sabotage also occurred in Padua, Pola, Bologna, Piacenza, Origlia Saronno, Genoa, and other important centers.

The Italian underground paper "Italia Libera" reported in detail on the strike disturbances in Turin, which affected practically all industrial and armament plants in that city. All fascist efforts to suppress these manifestations proved unavailing. Hundreds of workers were arrested and their families terrorized. The despairing regime also took action against its own creation, the compulsory labor fascist unions, and arbitrarily removed many of their heads, among them the leader of the fascist railwaymen's union.

A FASCIST COMMENT

The Turin fascist daily "Stampa" published on June 22 the following revealing commentary on the party purge and the haste with which the members are dropping out of the once all-powerful organization. "The fascists whose membership cards are withdrawn . . . are no longer a number but have become a legion. Someone who is likely to know told us: 'To be a member of the party is perhaps more dangerous than to be outside it. One no longer knows what attitude to take; everywhere there is suspicion and diffidence . . . As there is no castor oil available, the days of the cudgel are approaching. In fact, the cudgel is already at work!'"

otherwise, compelled to labor against his will except as a penalty for crime; we demand this; it has been bought with blood, and we shall be satisfied with nothing less."

Next week I'll continue with other material on the struggle carried on by Andrew Furuseth, and the action that was taken at the conventions of the American Federation of Labor.



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